TANKS ARE PART OF THE ENGLISH COUNTRYSIDE IN SUMMER NOW

People in many parts of Britain have grown accustomed to the sight and sound of tanks and other armoured fighting vehicles speeding through the village streets or lumbering along over open country during exercises. Today, however, these vehicles take on a new significance: Britain is in the battle zone, and the tanks are on active service; light tanks like these, seen emerging from a narrow and tortuous country lane, will be in the forefront to repel the Nazi invader, should he effect a landing on our soil.

Photo, British Official: Crown Copyright

Japan Wants All the Far East to Herself

During the Great War of 1914–1918 Britain and Japan were firm allies, but in this struggle British diplomacy has to meet a Japanese Government which seems more ready to seek the favour of the Axis Powers. Here we give an account of Japan's rise to greatness and of her imperial aims, which may be read in conjunction with the arrests of Englishmen in Japan early in August and similar manifestations of hostility.

JAPAN is so much of a Great Power nowadays that it is difficult to realize that only a little over seventy years ago she was a medieval empire, a feudal State which foreigners were forbidden to enter and natives forbidden to leave. There are many men still living who learned their geography from school-books in which Japan was hardly mentioned, for about it so little was known. Only in 1867 did she burst the eggshell in which for so many centuries she had been confined, and under the leadership of the younger members of the Samurai, as the feudal nobles were called, stepped out on the road which, in the course of a few decades, should place her on a level with the Great Powers of the Western World.

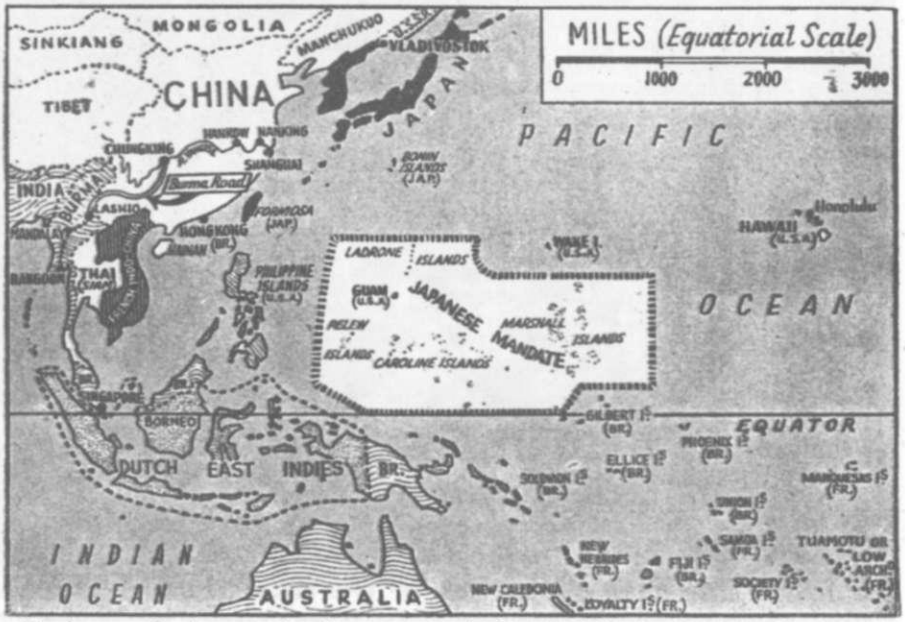
Prince Fumimaro Konoye, who formed a new Japanese Cabinet on July 21, 1940, was born in 1891 and is a member of one of the five most noble families of the Japanese Empire.

With unparalleled rapidity Japan was modernized on the best Western models. A democratic constitution was set up with an elected parliament and a responsible cabinet, although the Emperor, whom only foreigners call the Mikado, retained the title of "Imperial Son of Heaven of Great Japan," and with the title his divine honours and privileges. A great navy came into being, patterned on that of Britain; a great army, too, of which Germany, so recently triumphant over the French at Sedan, was the inspiration. From a self-supporting agricultural community Japan became a great industrialist nation and, again after the Western models, she began to look overseas for markets and for raw materials. Japanese Imperialism had been born.

Japan's first war was with China in 1894; the bone of contention was Korea, which passed as a result to Japan. In 1902 came the Anglo-Japanese Alliance—which endured until 1922—and, so fortified, Japan felt strong enough to challenge the power of the Russians who were her rivals in the penetration of the great territory of Manchuria. To the surprise of the world—though not, we may presume, of the British Government—she annihilated the Russian fleet in the great battle of Tsushima and captured Port Arthur after a tremendous battle. With her hold on Manchuria confirmed she went into the Great War as Britain's ally, and again emerged with substantial fruits of victory. She was now not only a Far Eastern power but a world power, and her statesmen now began to talk of a "new order in Asia" in which Japan should play the dominant part. In pursuance of these vast imperial designs her armies in 1931 converted Manchuria into the puppet state of Manchukuo, and six years later invaded the mainland of China. That war still goes on—one of the greatest which history records if regard be had to its extent and the number of men engaged.

After three years of fighting the Japanese have occupied most of the northern and coastal regions of China, although in the interior provinces the government of General Chiang Kai-shek, operating now from Chungking, still maintains a vigorous and not unsuccessful resistance. Since a state of formal war has never been declared—the Japanese refer to the conflict as the "Chinese affair"—Chiang Kai-shek has been able to secure from abroad quantities of raw material—from Britain by way of Hong Kong and the Burma Road (see map), from French Indo-China and from Russia, whose Mongolian frontier marches for hundreds of miles with China's in the west. Those doors the Japanese are making desperate efforts to close, and not without success. Thus on July 19, 1940, Mr. Churchill announced that the export of arms and ammunition to China from Hong Kong had been prohibited for the past eighteen months and that now the government of Burma had instituted a similar embargo for a period of three months. Indo-China faded from the picture following France's military collapse, and so only Russia is now left to the Chungking govern-

Mr. Yosuke Matsuoka was appointed Foreign Minister in Prince Konoye's new pro-Fascist Government. He was born in 1880.
Photos, Associated Press



The Japanese Empire comprises Japan proper—the Islands of Honshu, Hokkaido, Kyushu and Shikoku; southern Sakhalin to the north; Korea (Chosen), across the Sea of Japan on the Asiatic mainland; and Formosa (Taiwan). The total area is 260,000 square miles, with a population of nearly a hundred millions. In addition there are the mandated territories—the Marshall, Caroline, Ladrone and Pelew Islands.

But Chiang Kai-shek's China Still Bars the Way

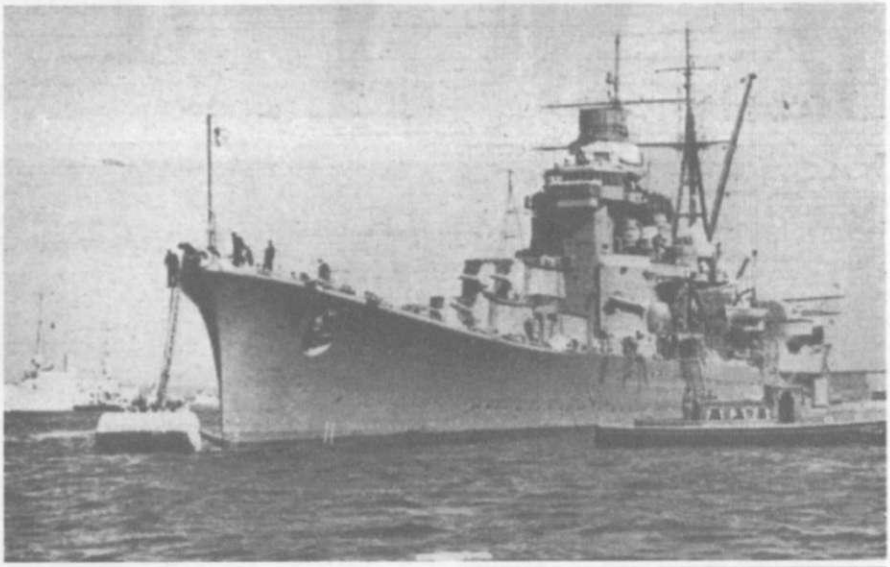
The Japanese have frequently bombed Chungking, to which city the seat of the Chinese Government was transferred from Nanking in 1937. Here a squadron of 24 Japanese bombers is on its way to attack the capital.

ment as a source of war material. But the "only" is a big one; and besides, Chiang Kai-shek has been rapidly developing munition production in his own territory.

But even if Chinese resistance should be crushed, Japan's imperial aims would still remain unsatisfied. Following Germany's defeat of Holland and of France, Mr. Arita, the then Japanese Foreign Minister, proclaimed a sort of Monroe Doctrine over Eastern Asia, in particular the Netherlands Indies and French Indo-China. Arita's successor, Mr. Yosuke Matsuoka, went still farther when at the beginning of August he declared that Japan was intent on establishing a new order in greater Eastern Asia, which had as its foundation the solidarity of Japan and Manchukuo and China.

If this be the foundation, we have some grounds for speculation concerning the vast edifice which is to be erected upon it. The Japanese have a word for it—"Nanyo"—which may be translated as "South Seas," but is capable of being applied to any or all of the territories which lie between Tahiti and Java. Thus, Nanyo may include the Philippines, Indo-China, Thailand (Siam), British Malaya and the Straits Settlements, with Singapore, North Borneo and Sarawak, the Dutch East Indies, Portuguese Timor, and all the islands of the South Seas, including New Guinea and the Solomons. Some Japanese expansionists of an even more exuberant fancy would stretch Nanyo so that it would take in India, Australia, and even Africa.

For the execution of these far from modest schemes, Japan can rely on the third most powerful navy in the world—it ranks next after Britain's and that of the United States—and an army of some 3,000,000 men and an Air Force of some 3,000 and more 'planes. Her generals are efficient, her soldiers brave and tenacious, and her military equipment of good quality. Yet three years of the most bitter fighting have not sufficed for the reduction of the Chinese national resistance, whether of the armies of Chiang Kai-shek (amounting to between two and three million men) or of the guerilla forces with which China's vast area is liberally besprinkled. Two-thirds of the Japanese land forces are fully occupied in China, together with most of her mechanized units and front line warplanes. Already the Japanese casualties are said to amount to between one million and one and a half million.



Japan's approach to the Axis Powers was signalized by the presence of the 10,000-ton Japanese cruiser "Asigara" at Kiel on August 24, 1937, for a German Naval review. The white ship beyond her is the "Grille," used by Hitler for reviews.

Under the strain of long-continued war Japan is rapidly becoming a Totalitarian State after the Fascist model. The two parties which for years have shared the government—the Minseito and the Seiyukai, which may be very loosely described as Liberal and Conservative respectively—are in dissolution and are merging with the Social Mass Party—up to recently socialistic in its trend—in a single party such as is to be found in all the Totalitarian States.

A few years ago it would have been confidently argued that Japan would have been incapable of sustaining so great an effort for more than a year or two. But a state efficiently organized for war can set at naught the dicta of the economists and the financial experts. And Japan is efficient. Nevertheless, there are many signs of war weariness in Japan, of widespread impoverishment. The budgets are astronomical; forty per cent of the national income is absorbed for war purposes. There is a shortage of coal and iron and of practically all the other materials that are also war materials. The cost of living is rocketing; prices are rising and wages lag far behind. True, Japan has conquered vast territories capable of returning enormous dividends; but when will she have the time to exploit them, and where will she obtain the capital necessary for that exploitation?

These men are Japanese marines such as have landed at the Chinese ports. They are armed with sub-machine-guns. Not only in its organization but in its methods of training and uniforms the Japanese Navy is closely imitative of the navies of the Western Powers

Photos, Wide World, Associated Press

Berliners Must Heil the 'Conquering Fuehrer' Or—!

After the capitulation of France Hitler returned, in the middle of June 1940, in triumph to Berlin, where cheering crowds acclaimed their Fuehrer in the flag-bedecked streets. In the top photograph Hitler is seen flanked by Nazi military and naval leaders as he reviews a guard of honour. Left to right, General von Brauchitsch, Admiral Raeder, General Keitel, the Fuehrer, Marshal Goering, and an officer who is obviously proud of the company he is in. In the lower picture Hitler is seen standing up in characteristic pose in his car as he passes the Berlin Chancellery.

Photos, Keystone and Associated Press

Another Ten Millions for the Hammer and Sickle

Continuing his career of more or less peaceful conquest, Stalin has just incorporated the Baltic States and Bessarabia in the Soviet realm, thus bringing ten million fresh subjects beneath the Red banner on which is emblazoned the Hammer and Sickle. These developments are the subject of what follows.

STALIN, we may well believe, has every reason to be pleased with the way the war is going. While the other Great Powers of the world are exhausting their national resources and their armaments in war or in preparations for war, Russia is accumulating hers in peace. As the war proceeds the peoples of Western Europe sink deeper and deeper in the mire of poverty and ruin; the economic structure is strained to the verge of collapse, society is face to face with imminent dissolution—all things that must bring joy to the heart of a missionary-minded Bolshevik.

But there are still more concrete gains to be recorded. In the autumn of 1939 Stalin re-incorporated in the Soviet realm large territories in Poland which were once reigned over by the last of the Tsars but were lost in the revolutionary wars, and even attached to them the region about Cracow and the Galician oilfields which were part of the empire of the old Francis Joseph. A few weeks later he converted the three Baltic republics of Estonia, Latvia and Lithuania into satellite states, and then, after a brief but bloody war, compelled Finland to cede territories which, though small in area, were of considerable strategic importance. For a few months he paused in his career of aggression, but by midsummer of 1940 he was once again on the warpath.

After the Soviet invasion of Bessarabia numbers of the inhabitants fled into other districts of Rumania. Above are some of a large party resting after reaching Bucharest. *Photo, Keystone*

In the middle of June the three Baltic states were presented with ultimatums from the Soviet government demanding free passage for Soviet troops and the formation of governments which would "enjoy the confidence of the Soviet Union." The ultimatums were accepted, and in a few hours Soviet troops had occupied the chief towns and Soviet warships steamed into the ports. In Lithuania, Estonia, and Latvia the governments resigned and fresh ministers, known for their pro-Soviet sympathies, reigned in their stead. Then the people were asked to say Yes or No to the establishment of a Soviet regime and the incorporation of their little countries in the Soviet Union. The results of the elections were a foregone conclusion; by overwhelming majorities the answer in all alike was Yes.

Still another of Stalin's peaceful conquests is to be recorded. On June 27 King Carol of Rumania was the recipient of a Soviet ultimatum demanding the restitution of Bessarabia and the cession of Northern Bukovina. Bessarabia had once been Russian, but no such claim could be made for Bukovina, which before 1918 had been Austrian. Carol was in no position to quibble, however, and within 24 hours Russian troops had crossed the frontier and were busily engaged in occupying the territory demanded. Thus within one short month Russia's frontiers were extended to the Danube in the south and along 800 miles of the Baltic coastline in the north. Taking the year's gains as a whole, a frontier of 2,000 miles, entirely land and so destitute of natural obstacles as to be almost indefensible, has been exchanged for one 200 miles shorter, and far easier to defend, based as it is on the Baltic coast, the River Bug, the Carpathian Mountains, the River Pruth and the northern arm of the Danube delta. Stalin, it is clear, thinks that trouble may come from Germany's side of the frontier—and is getting ready for it.

The strategic barrier of newly-acquired territory (see key), stretching from the Baltic to the Black Sea, which Stalin has built up between the U.S.S.R. and its neighbours.

Moreover, as M. Molotov, the Soviet Prime Minister and Minister of Foreign Affairs, told the Supreme Council of the Soviet Union assembled in Moscow on August 1, the Union's population would be increased by 2,880,000 inhabitants of Lithuania, 1,950,000 of Latvia, and 1,120,000 of Estonia. To these should be added the Bessarabian population and that of Northern Bukovina—making 10,000,000 in all. If to these be added the more than 13,000,000 inhabitants of the Western Ukraine and Western White Russia, the increase in the population of the Soviet Union in the past year is in excess of 23,000,000. ("It is worth mentioning," he said in an aside, "that nineteen-twentieths of that population formerly formed part of the U.S.S.R., but had been forcibly taken from it by the Western Imperialist Powers when the U.S.S.R. was weak.") Thus the Soviet Union, he proudly claimed, will now speak in the name of at least 193,000,000 people, not counting the natural increase in 1939-1940.

Baltic States' Short Life

Of the most recent additions to the U.S.S.R. power, Bessarabia can hardly be worse off under Russian rule than she was under Rumanian. Such regrets as there are may be spared for the three little Baltic republics which, after only 22 years of independence, are now re-united to Russia.

But perhaps they attempted too much in 1918, when they broke loose from a Russia in the throes of civil war. In the first flush of their enthusiasm for independence they could hardly be expected to weigh the cost of maintaining armies, navies, parliaments, diplomatic representatives and so on, when their populations were so poor and few, and their territories so small. It will be noted that even today the people of Lithuania, Estonia and Latvia added together amount to 2,000,000 fewer than the Londoners who live in the Metropolitan Police District.

But in these 20 years they have had at least the experience of self-government, and it is to be hoped that as federated republics in the U.S.S.R. they will continue to enjoy some measure of cultural autonomy. Certainly in some directions—in education, in peasant agriculture and cooperative marketing—Estonia and Latvia have much to teach that Russia might do well to learn.

If there is to be any lesson deduced from their fate it is surely that in the modern world there is no place for political pocket-handkerchiefs—little States which have neither the men nor the means to maintain an independent existence. Surrounded on every side by monster States, they must inevitably gravitate to one or the other. Who shall say that the Baltic States have not made the wiser choice?

The Indomitable Men of the Cliffs of St. Valery

Though not to be compared in magnitude with the magnificent withdrawal from Dunkirk, the evacuation of British forces from the Dieppe coast was marked by heroism every whit as great. The story of how our troops were got away from St. Valery-en-Caux, as told to Mr. Douglas Williams of the "Daily Telegraph," is given here in summarized form.

ON the Normandy coast, between Dieppe and Fécamp, is the little town of St. Valery-en-Caux, clustered on either side of its harbour in a hollow of the cliffs, which here rise up steeply some 150 feet above the beaches. A little way along the coast towards Dieppe is the village of Veules-les-Roses, set in a picturesque valley and having its own tiny beach between two cliffs. Here, on the night of June 12, 1940, were gathered several hundred British soldiers who had managed to evade the Germans when two brigades of the 51st Highland Division were compelled to surrender to the enemy [see Mr. Williams' account in pages 86-87]. Some belonged to an R.A.S.C. Petrol Company, and after days of hard driving under heavy shell-fire had reached La Chapelle, 7-8 miles E. of St. Valery, on June 10. Orders were given to destroy all vehicles not needed for transport of their own personnel, and to move on to the village of Neville, ten miles S. of St. Valery. As the column drove out at midnight, an enemy barrage was creeping up to within 100 yards of the parking place.

After three hours of snail-like progress over bad roads in pitch darkness they reached Neville early on June 11 and began to organize the village to resist the enemy. But in the afternoon the car park was located by enemy aircraft, shelled, and set on fire; eleven vehicles were destroyed. All the men escaped injury, however, and the unit was ordered to make its way to the beach at St. Valery—there to await the C.O., who, on a push-cycle, had gone to report at divisional headquarters. H.Q. had moved, and so the officer returned to Neville, destroyed all petrol supplies there, and made for St. Valery.

At the outskirts of the town he was stopped by heavy shelling, and so turned eastwards in the direction of Veules, hoping that he would come across his men later. On the way he had collected a number of stragglers. At Veules they found themselves on the cliff top, 150 feet or more above the beaches, with no apparent means of descending in safety.

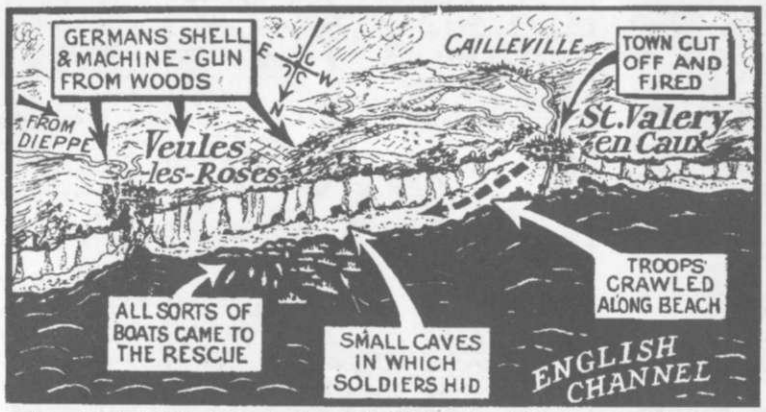
An attempt was made to get through a wood that ran down to the beach, but the enemy was there in force, and a dozen of our men were picked off as they tried in single file to cross a gap. There was nothing for it but to retrace their way to the cliff top, where the party was joined by part of the missing Petrol Company.

It was now well after midnight, and something had to be done quickly if they were not all to be taken like rats in a trap at the coming of daylight. A signaller N.C.O. flashed a message in Morse to ships waiting in the Channel off St. Valery, warning the boats to stand by, while others of the party sought frantically for ropes or other means of descending the steep cliffs.

Pulling up a wire fence, men unwound it and lowered this makeshift "rope" over the cliff edge. They tried to climb down on it, but it broke and several men fell headlong.

Down a Rope of Rifle Slings

There was a windlass standing on the edge of the cliff, and the men found a wire hawser, which they attached. Some tried to descend this way, but the hawser was greasy and their hands slipped, so that more fell to the bottom. Then someone thought of their rifle slings. These were made of very stout webbing, and if they could be joined securely might furnish a lifeline by which the men could reach the beach below. By reef knots and the use of the stout brass clips at the ends the slings were fashioned into a "rope" and it was tested. It held, and for seven long hours it stood the strain while all the party at the cliff top slid down gingerly.


GERMANS SHELL & MACHINE-GUN FROM WOODS
CAILLEVILLE
TOWN CUT OFF AND FIRED
FROM DIEPPE
Veules les-Roses
St. Valery en Caux
TROOPS CRAWLED ALONG BEACH
ALL SORTS OF BOATS CAME TO THE RESCUE
SMALL CAVES IN WHICH SOLDIERS HID
ENGLISH CHANNEL

This short stretch of coast shows the little ports of St. Valery-en-Caux and Veules-les-Roses, linked by the line of caves which provided hiding-places for men of the B.E.F. during the epic evacuation of our forces from the French shores.

By courtesy of the "Daily Telegraph"

The day was well advanced before the Commanding Officer—last of them to descend—made his way down to the beach, but mercifully there was a projecting piece of cliff that seems to have hidden the entire scene from the Germans near by. Not a shot was fired during the slow and perilous adventure. Below the men found boats that took them off to the waiting transports—from the jaws of death.

Cave Refuges of St. Valery

Meanwhile, at St. Valery itself, stirring events were happening. Up to noon on June 11 things had been pretty quiet. There were many Allied troops there, including cavalry and infantry regiments and numerous smaller parties who had lost touch with their own formations. A few minutes after midday a deafening crash was the prelude to a close and heavy bombardment by the enemy, who had come round the town along the edge of the cliff and were shelling the troops in the valley below.

The account of what followed is compiled from the personal narrative of a gunner in the B.E.F. who was present. There was a scramble for what little cover could be got; from pier and promenade men fled down to the beaches. Some made their way up to the town to fight the incoming enemy; a few found boats and rowed out seawards, while others stripped and tried to swim out. Discarding greatcoats, many men made their way over the shingle to places where the towering cliffs gave some shelter; the tide was coming in, but luckily it turned before reaching the refugees high on the shore.

In the town there was much shelling and machine-gun fire. The enemy sent out two boats filled with soldiers, who rowed along parallel with the shore and machine-gunned those sheltering there. Until dusk, seven hours later, it would not be safe to stir far away, but on hands and knees they made their way over the shingle towards Veules-les-Roses, a mile and a half away. Here and there the men found caves in the chalk cliffs and so gained shelter. Fifty or so—mostly Seaforth Highlanders—were cooped up in a cave seven feet wide and twenty feet long. They had little food and no water, and suffered intensely as the time went on. All the while there was a furious bombardment going on, and lumps of chalk and rock fell from the roof of the cave. At dusk they were joined by a number of French stragglers, and men stood along the foot of the cliffs two and three deep in places.

Tired out with the strain of waiting for ships that did not come, the men dropped off to sleep. There were many false reports, but about 2 a.m. there really were vessels off shore. At 2.30 a.m. a ship's lifeboat came to take off the soldiers to a cargo vessel some 300 yards out. The trip took 25 minutes out and back, and only twenty-five to thirty men could be carried at a time.

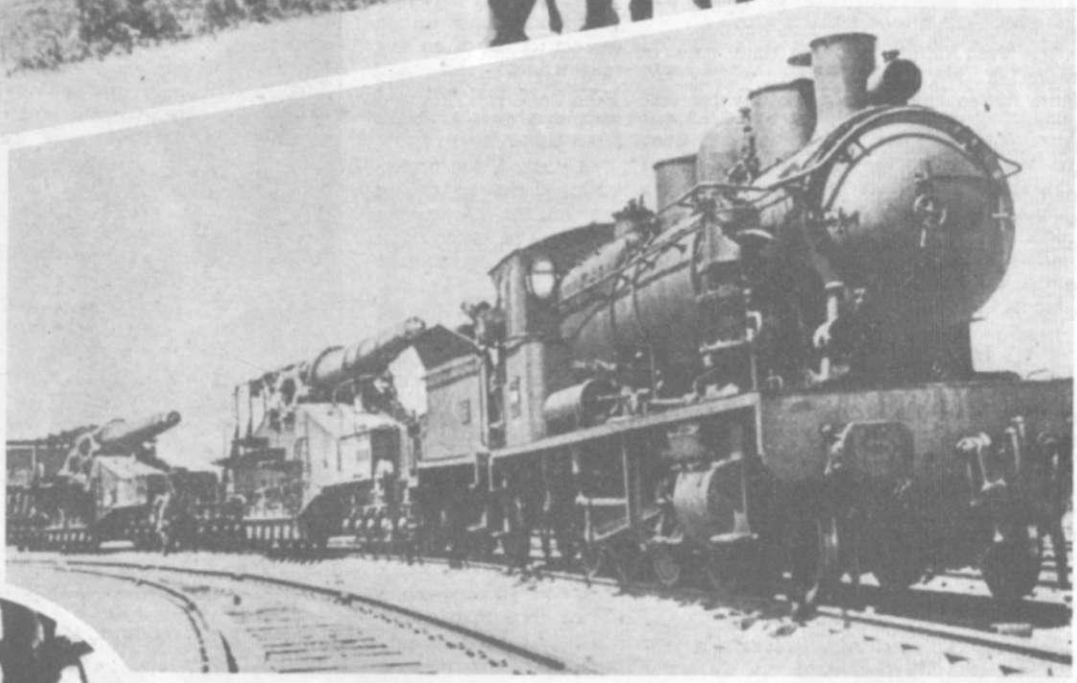
A second boat was brought into service, and things went more quickly; later others came to the beach—now running the gauntlet of enemy shell-fire, as the Germans searched for the ships with their artillery. About 5 a.m. aircraft began dive-bombing over the beach, and also machine-gunned the rescuers and waiting troops. But visibility was poor, and the troops fired back with rifles and machine-guns and brought down at least one Nazi.

Dawn disclosed a beach still filled with soldiers, formed up in queues and waiting their turn for the boats. Many more men had filtered in from Veules during the night. Now the enemy started to shell the beaches from woods on the left of Veules. Soon the trees were ablaze, and shells fells around the lifeboats. But under the supervision of the Royal Marines, who laughed and sang and jocularly called out "Cheer up!" "To hell with the Germans!" the task went on methodically until at last all were got away. The gunner of the B.E.F. from whose story this account is compiled tells how, as the last transport steamed away, one of the Marines turned to him and said reflectively: "Dunkirk?—that was a picnic!"

What the Nazi Cameramen 'Snapped' in France

The rapidity of the German advance through France is suggested by this photograph showing some mounted police following up the tanks and infantry through a village, still in flames, in which there had been heavy fighting. This and the other photographs in this page are German, and reached London through a neutral source.

Photo, Keystone



These big French guns, similar to that seen in page 263, Vol. 2, of "The War Illustrated" are now in German hands, and are being drawn away from their original positions, possibly for use against France's former Allies.

The photograph below was taken on the road from Amiens to Abbeville. A private car has struck a land mine, and the force of the explosion has blown it to pieces, part of the chassis lodging high up in a tall tree.

Here, piled high, are French rifles and machine-guns that fell into German hands, a very few among the hundreds of thousands captured. According to the German description the photograph was taken in the Moselle area soon after the French Army in that district had laid down its arms. *Photos, Keystone & E.N.A.*

Everybody Has A Good Word For A.R.P. Now

Much has been published of late concerning the activities of the A.R.P. organization in particular localities which have received the attention of Hitler's bombers. This article is in the nature of a valuation of the work being done by Civil Defence as a whole.

FOR months and months the great army of A.R.P. had a very dull time of it. They had answered the call for volunteers in the spirit of most willing service, and if they did not look forward to any pleasurable experience—after all, it's no fun being bombed!—they fully expected to be called upon very shortly to do their bit when Hitler's raiders were overhead. But the bombers were slow in coming, and it would not have been surprising if some of the first flush of enthusiasm had passed away, and the men and women who wore the badges of A.R.P. and A.F.S., the Red Cross and St. John, had got more than a little tired of waiting.

But even during the long dark days of winter—a winter, moreover, which was more bitter than almost any within the memory of living men—they never relaxed their vigilance. The A.R.P. wardens went on their patrols; the stretcher and rescue parties, the demolition and decontamination squads, practised to make perfect; the first-aiders manned their posts and dressing-stations, and the men of the Auxiliary Fire Service on many an occasion proved their value as the reserve arm of the "regulars."

In the War's Front Line

But at last Hitler's bombers did come, and the A.R.P. army showed at once that the months of waiting had not been wasted. They went into action in the most efficient fashion, and from every part of the country where bombs have fallen there come tributes to their courage and their devotion to duty. More than one has been killed while performing his task, and others have been wounded more or less seriously.

Today the personnel of Civil Defence—A.R.P., A.F.S., First Aid, Rescue and Decontamination Parties, and so on—now total one and a half million, and it should not be forgotten that, with the exception of some 200,000, every man and woman in this great host is a volunteer, receiving no payment for the services they render in their hours, often very scanty, of leisure. In many parts of the country, including some large towns, the whole of the personnel consists of unpaid volunteers. In the larger cities it is impossible for various reasons to rely entirely on voluntary service, and here the paid staff constitute the essential nucleus of Civil Defence; they form the stand-by parties who go on duty when actual raids occur and in the course of every week they put in 72 hours of regular work. There is no difference in spirit, however, between the full-time and the part-time personnel, and in case after case over ninety per cent of the part-time volunteers have turned out on receipt of an air-raid alarm—and they have done this not just once in a while but night after night.

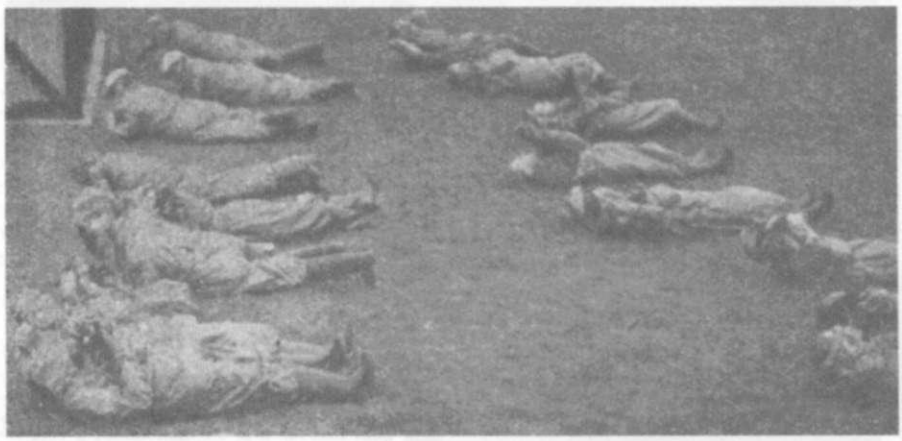
In general, the organization built up during the months of waiting has worked exceedingly well when put to the grim test of actual bombing. It has almost become the rule that hardly have the bombs finished dropping when the "first attendance" has arrived on the spot. Indeed, there have been many cases when the personnel have gone about their work—helping the injured, rescuing those buried beneath debris, fighting fires, and so on—while bombs have been crashing round about them. Many a life has been saved by their promptitude; many a fire which might have become a big blaze has been put out by A.R.P. wardens armed with stirrup pumps before it has had time to spread from the attic or room in which the incendiary bomb came to rest.

It is only natural that actual experience should have dictated certain changes in the organization and should have revealed the necessity for alteration in minor details of equipment; but on the whole the experience of actual raids has not revealed the need for any essential modification in the organization of A.R.P. throughout the country, and from every hand there accumulates a mass of evidence of the confidence which people who live in the towns and districts actually raided have come to repose in the local Civil Defence.

When a stirrup pump is used to extinguish a fire the man holding the nozzle of the hose should keep his face as near the ground as possible and have an axe handy to deal with obstacles.
From a set of A.R.P. lantern slides made by Photocrafts, Ltd.

There has never been anything very wrong about the morale of the British public, and their traditional sang-froid has been amply demonstrated. But all the same, the people in some of our "frontier towns"—the women who follow their children's example and go early to bed, fully expecting that the middle hours of the night will be spent in their shelter; the workers who after a full day's toil in the munition factory go to bed with some of their clothes on, so as to be ready for the nocturnal dash—these derive considerable help and encouragement from the example of the warden coolly patrolling the streets as he blows his whistle, the A.F.S. men getting to work with their trailer pumps, and the women in overalls and nurses' garb ready to deal with the injured whether it be just a cut or a crushed limb.

Less than a year ago Sir Edward Evans, one of the two Commissioners for the London Defence, referred to "Cinderella, the new baby of National Defence," and pleaded that Cinderella has got to be given her chance in life, and she still has a great deal to learn. Now, after the experience of a few weeks' air raids, we may say that already the A.R.P. "Cinderella" has not only been given her chance but has shown beyond any question that she knows how to seize it.



Anti-gas respirators are a most important part of the A.R.P. workers' equipment. They must be carried at the "ready," so that they can be quickly adjusted over the head. To ensure that this is done, training is given in donning the respirators in any position, and here an A.R.P. squad in Esher are putting on their masks while lying on the ground.
Photo, Pictorial Illustrations

Ready For Any Bombs That Find a Mark

This photograph and that in the centre show the right and the wrong way to deal with an incendiary bomb. The hose or stirrup pump should be pointed upwards from some distance away, so that only a fine spray falls upon its flames. Too strong a jet of water, directed on to the bomb, will spread the flames.

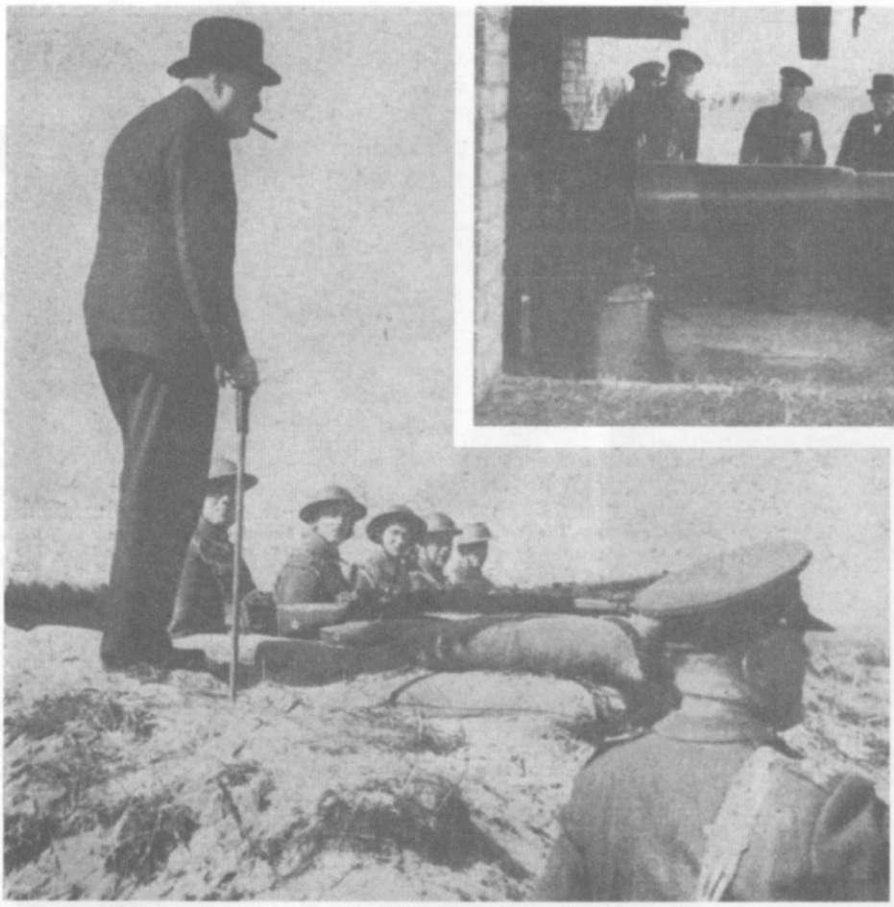
The A.R.P. service does tactical exercises, learning how to bring the necessary appliances to a raided area in the shortest possible time. A large-scale map and models are here being used for instruction at an A.R.P. headquarters in the South-East.

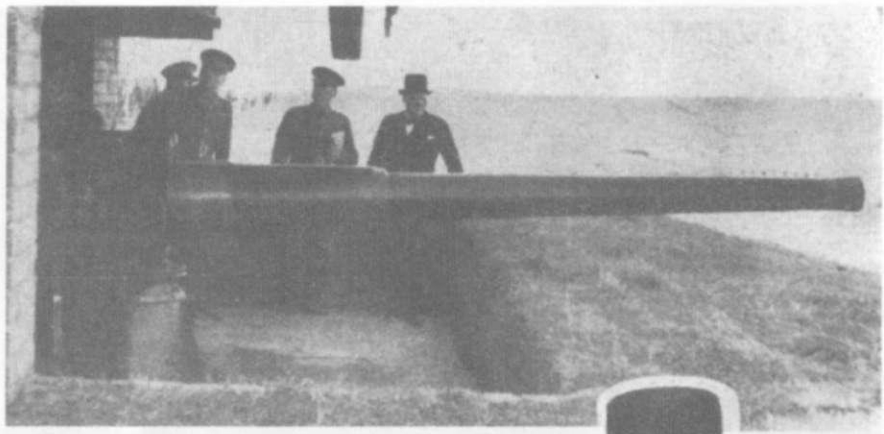
These A.R.P workers fully equipped in anti-gas clothing are miners at a Lancashire colliery undergoing one of their frequent spells of practice, so as to be ready for any emergency.

Right, an A.R.P. demolition squad is actually at work on the ruins of a bombed house in North England.

Photos, Wide World, John Topham, Fox, Keystone

Winston Sees That All Is Ready for Adolf





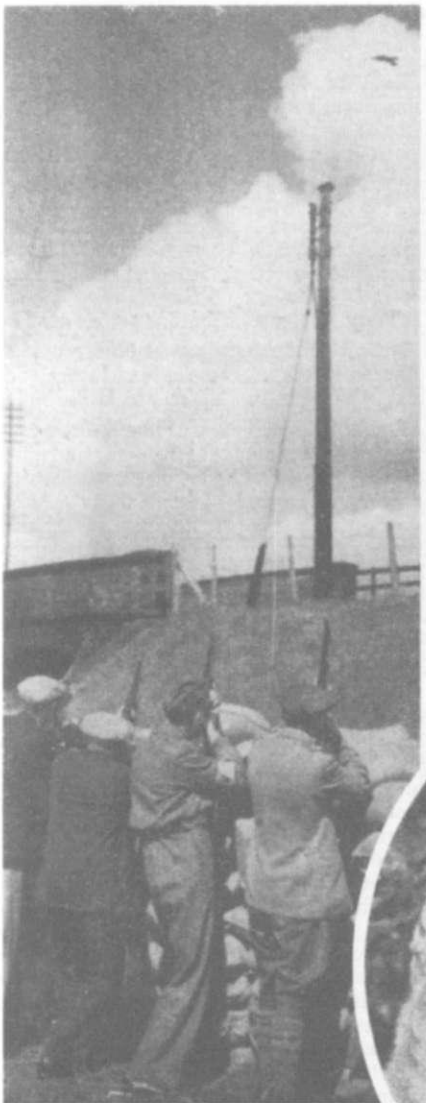
Mr. Churchill investigated every point of interest during his visit to the north-east coast on July 31. Top right he is inspecting the emplacement of a big gun ; above, he has climbed a sandbagged strongpoint to speak to the men ; right, he tries a Tommy gun.

TO the shipyard workers whom he met on his tour of inspection in the North-East on July 31 Mr. Churchill said that the country urgently needed the craft they were building, and that theirs was, therefore, most essential work. He thanked them for the great effort they were making to speed up output, and added that, though he did not know if Hitler had "missed the bus," whatever happened Adolf would not have such a comfortable journey as he might have had a few months ago. When he got back to Downing Street the Premier issued the warning that "Our sense of growing strength and preparedness must not lead to the slightest relaxation of vigilance or moral alertness."

When making his speech to the shipyard workers, during their dinner hour, Mr. Churchill stood on the running-board of his car so that those at the back of the crowd could both hear and see him.

Photos, British Official: Crown Copyright

Watchmen & Watchdogs Are Britain's Home Guard



In a typical English country scene, Home Guards, protected by sandbags, are "sighting" a low-flying aeroplane by way of practice.

Any parachutists attempting to land in London's parks would find men of the Home Guard waiting for them. Here park-keepers in their familiar brown uniforms are being trained.

The railways have their own Home Guard, a force of 200,000 men who guard both main lines and branches. Here one of them is seen on patrol at a junction.

Where there are wide open spaces to be patrolled, dogs have been enlisted to help the Home Guards. Alsatians and mastiffs are the breeds most favoured, and centre is "Nell," an Alsatian, who is on the alert beside her master on moorlands in north-west England. Members of the Mid-Devon Hunt, enrolled in the Home Guard, patrol Dartmoor on horseback. They work in pickets of three, and above, on the beautiful Middle Tor, a picket is waiting at the end of a turn of duty for the approaching relief.

Photos, British Official: Crown Copyright; Fox, Keystone and "The Times"

The Swastika's Shadow Over 21 Republics

No corner of the world is safe from the nefarious activities of Hitler's missionaries, but outside Europe the lands of Central and South America are perhaps the most exposed to his attentions. Here some of the plottings of recent months are reported.

THERE are twenty-one Republics in Latin America, and there is not one of the twenty-one which is safe from Nazi intrigue—not one but may be the stage of a Nazi putsch.

Hitler has long had his eyes on the republics of Central and South America. They are so rich in minerals, their soil is so fertile, their area so vast, their people so few. And of those people hundreds of thousands are of German descent, speak the German tongue and retain in large measure their German sympathies and outlook. Whether by force of arms or by insidious economic penetration Hitler hopes to bring within the orbit of German rule a considerable area of America south of the United States.

Mr. Cordell Hull, U.S.A. Secretary of State, arriving at the Pan-American Conference held at Havana at the end of July 1940. He is seen between Mrs. Cordell Hull and Mr. George Messersmith, U.S. Ambassador to Cuba.
Photo, Associated Press

Indeed, it is believed that plans are already in existence for the creation of what the Nazi conquistadores are pleased to call the "New Germany," which would comprise a great slice of territory including the northern half of Chile and the Argentine, the whole of Uruguay, Paraguay, and Bolivia and the southern districts of Brazil. In all these countries German agents have been busy in spreading the Nazi gospel.

The headquarters of the Nazi movement in South America is reported to be at Montevideo, Uruguay's capital on the River Plate. Uruguay has a population of only a little more than 2,000,000, and its army is insignificant, so that a handful of armed Fifth Columnists might well expect to seize the country in the space of a few hours or days. Only recently, indeed, details have been revealed of a Nazi plot for the military seizure of the country by shock troops.

A fully-documented exposure of the plot was published in the Montevideo newspapers of June 21. A series of *stutzpunkts* (supporting points) had been arranged at such strategic centres as railway junctions, aerodromes, and the principal towns on the frontier where they faced a parallel set of *stutzpunkts* in the Argentine and Brazil, whence help from Nazi sympathizers was expected to be forthcoming. The existence of a Nazi political organization with cells in all parts of the country was proved, and such features of the Nazi state as the Hitler Youth Movement, the Labour Front, and the Gestapo had all been in full activity. It was suggested that the German Minister, Dr. Langman, who was much in the public eye during the "Graf Spee" incident of December, 1939, had abused his diplomatic privilege by importing into the country, by way of the Legation bags, propaganda material, cinema apparatus and wireless equipment. Furthermore, Nazi supporters had wormed themselves into key posts in the republic's administration. Stocks of arms had been accumulated at various points, and the plotters were waiting for nothing more than the word from Berlin. Fortunately the Uruguayan government were warned in time, and following a secret session the Minister of the Interior was empowered to ban societies which spread anti-democratic ideas, used foreign symbols, uniforms or salutes. At the same time Nazi agents were rounded up throughout the country.

Germans on the Pacific Coast

After Uruguay, Chile is perhaps the country most likely to receive the attention of the Nazi plotters. A considerable proportion of its population of some 4,000,000 is of German origin, and there are some parts of the country, particularly in the neighbourhood of Valdivia, which might be mistaken for the Reich itself, so preponderant is the German element, so evident the signs of German "kultur," so general the "Heil Hitlers!" and the swastika buttons in the young men's coats. At the beginning of July a Santiago newspaper reported that the Chilean government had obtained knowledge of a Nazi putsch which was being organized in the country by 50,000 Germans in key places who had made plans to seize the most important mines and power plants.

Argentina, too, has a considerable German element. There is a local Nazi party which indulges in Jew baiting and takes an all too keen interest in what is taught in the 200 German schools. On July 27 the Argentine newspapers published photographs of arms, ammunition and military equipment, the swastika flag and portraits of Hitler, which had been seized by the gendarmes when they raided the houses of some known Nazi sympathizers in the Misiones territory in the extreme north-east of the country. There was also found a manifesto urging the Germans of Argentina to overthrow the government. It may be supposed, however, that the radicalism which is so powerful an influence in the Argentine is too well grounded to be seriously disturbed by intrigues of this kind.

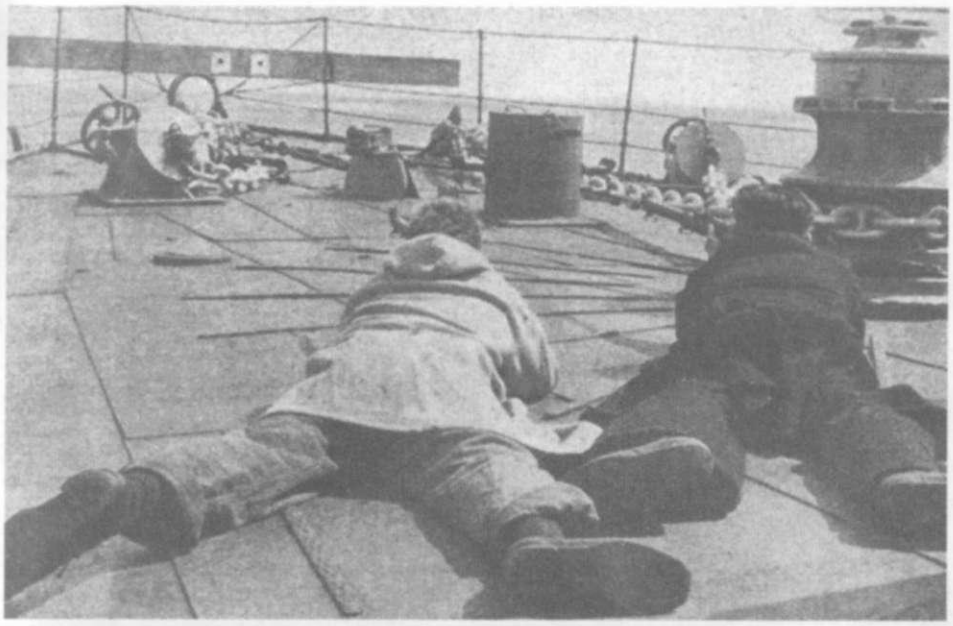
They Prefer Garibaldi to 'Musso'

In Brazil the danger might be expected to come from the Italian element rather than from the German. There are large Italian colonies in the country, but, as a general rule, while the Italians of the upper and middle classes are of Fascist inclination the workers have been nurtured in the Socialist, Trade Union, and radical traditions. Indeed, as the Buenos Aires correspondent of "The Times" has put it, "the Italy of Latin America is not that of Mussolini but is the Italy of Garibaldi and of Mateotti." But even in Brazil there are said to be a quarter of a million Germans—and where there are Germans there we may expect to find troublemakers in the cause of international Nazism.

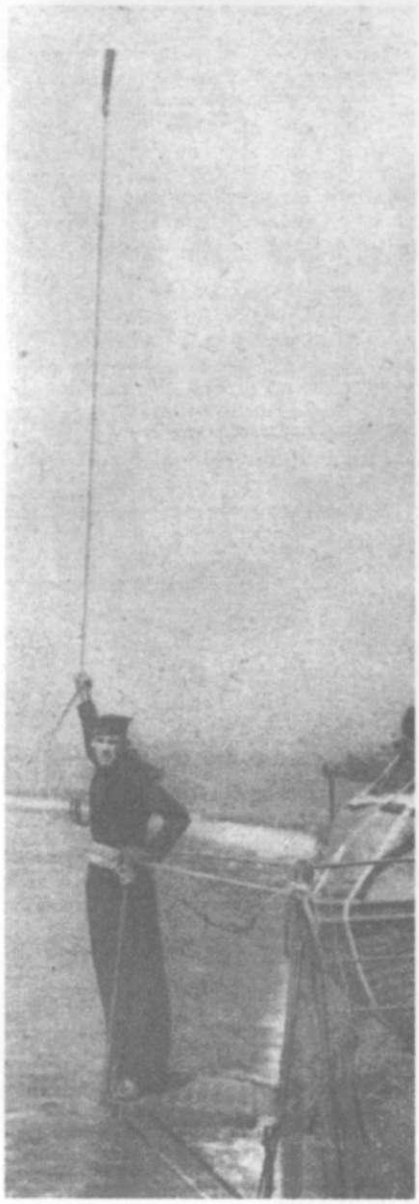
In all the other countries of South America the Nazis have been busy—in Paraguay and Peru, in Bolivia—whose army was once instructed by Ernst Roehm, who returned to Germany in 1932 and two years later was murdered in Hitler's blood bath of June 30—in the republics of the north, in Mexico and the West Indies, even in little Panama, where at the beginning of August the American authorities in the Canal zone arrested 81 aliens. So busy have the Nazis been, indeed, that Col. Frank Knox, President Roosevelt's Secretary of the Navy, has warned his country of the deadly peril in which it may find itself if a foreign Power gains a foothold in the Americas.

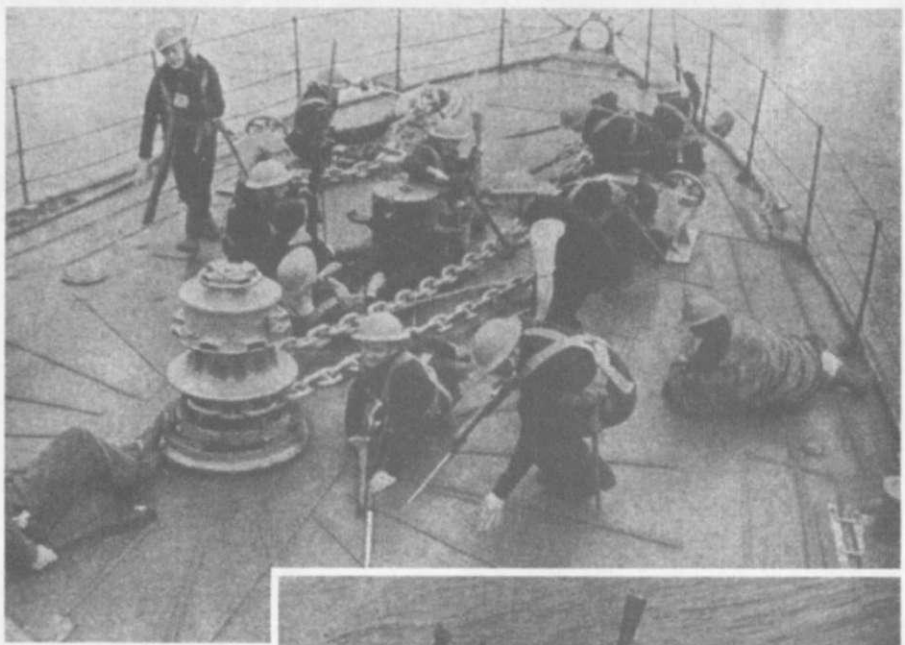
Before the Pan-American Conference the Nazis intensified their propaganda in the South American republics. One of the efforts was the sending of large batches of books for free distribution by their agents. Here some of the books are being packed for dispatch to the Argentine.
Photo, Associated Press

Destroyers Are Always on the Mark!



The crew of a destroyer are doing useful work in their off time, above, by practising shooting with miniature rifles. The man, right, has draped over his shoulders bands of ammunition for A.A. machine-guns.





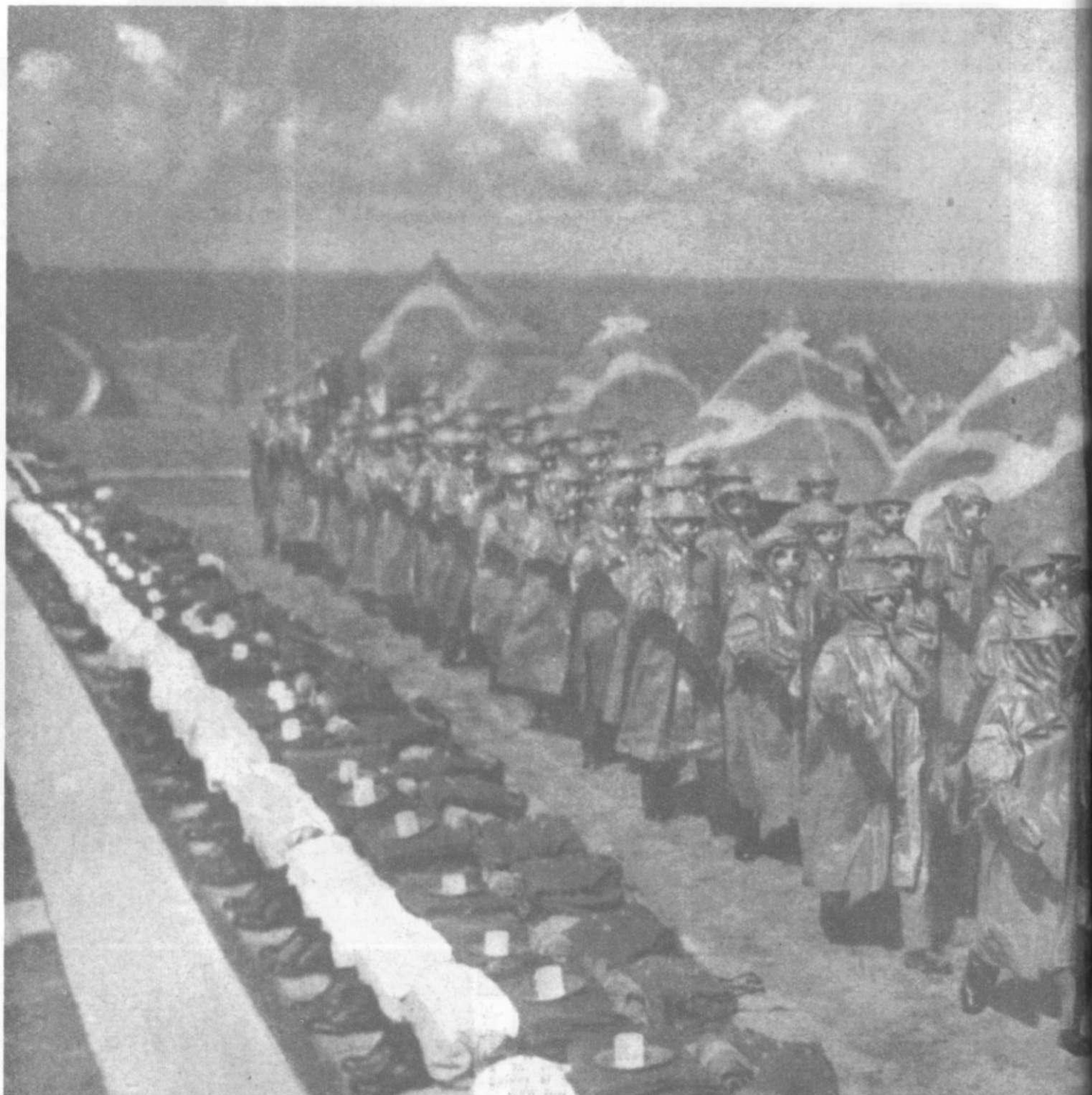
Though all modern ships carry mechanical sounding apparatus, the lead is still swung. Left, one of a destroyer's crew is taking soundings in this way.

Boarding an enemy ship, which is in reality storming it, is still a part of naval warfare, as the case of the "Altmark" showed. Above, men of a destroyer are at boarding practice. They are lying down as the impact of the two ships meeting might throw them off their feet.

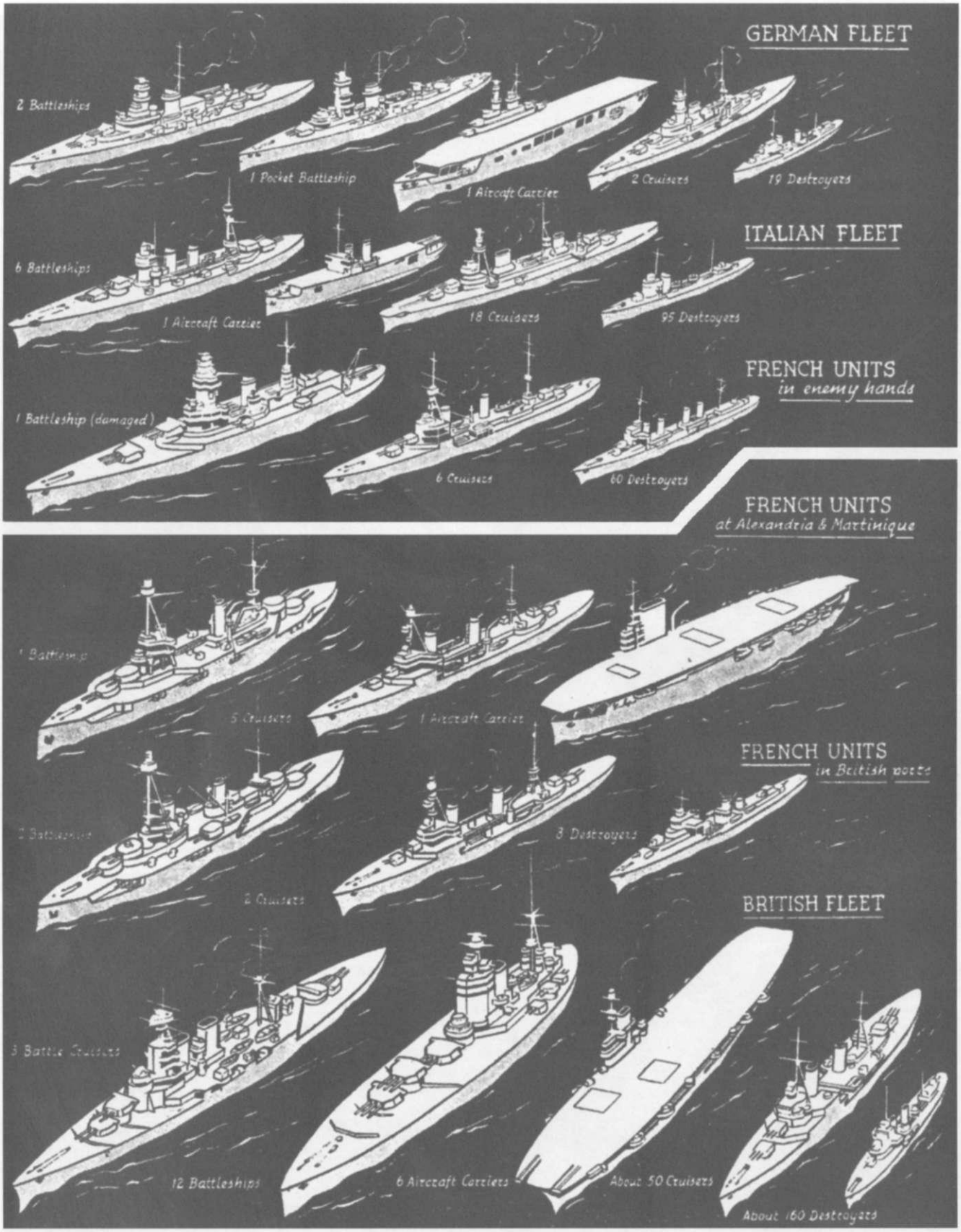
Right, an anti-aircraft unit on board a destroyer is in action, often its most frequent form of fighting, as many air encounters show.

Photos, L.N.A.

Once They Fought in Powder and Pigtails but Now the 'Jollies'



The New Balance of the Navies After Oran



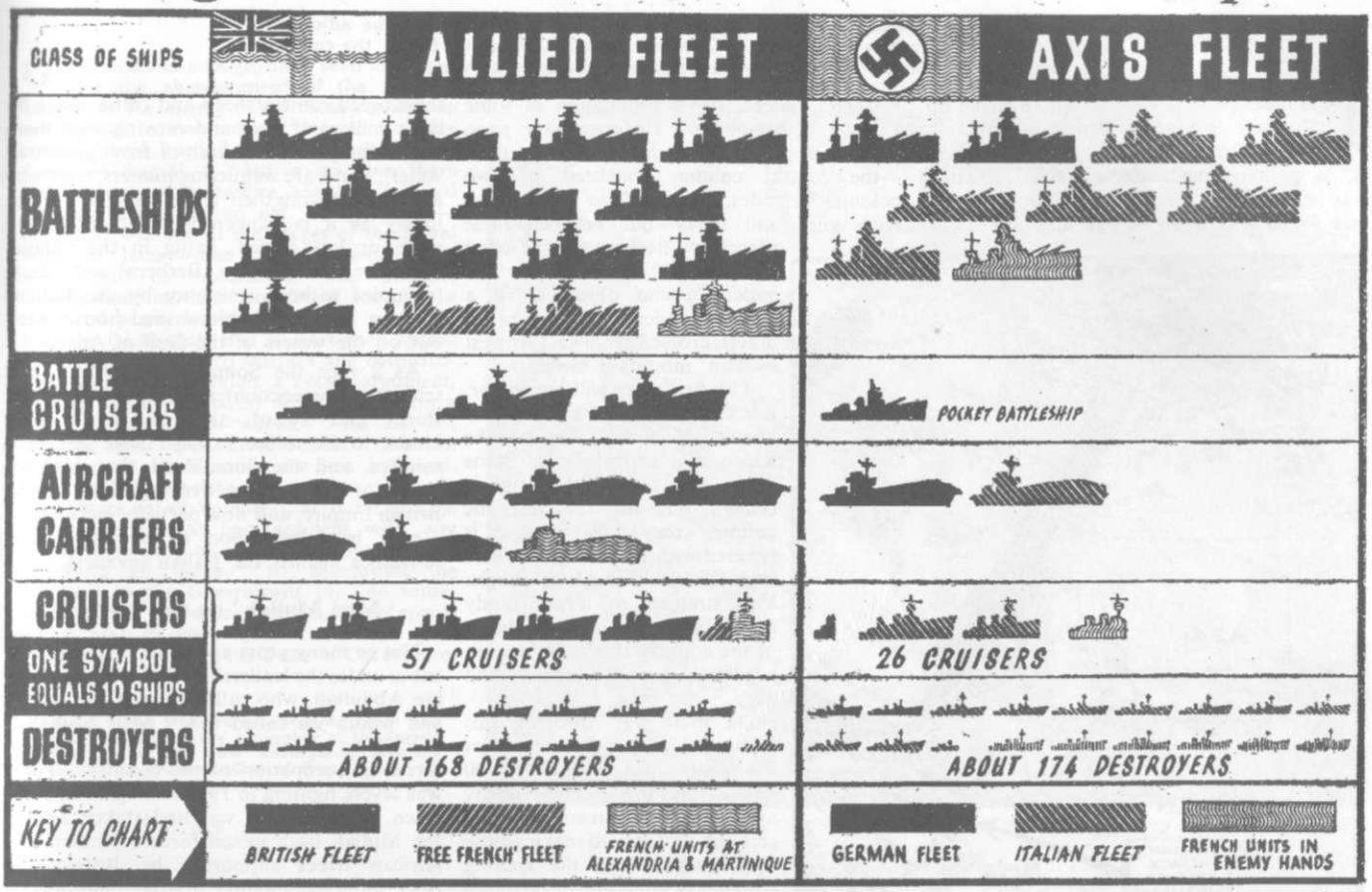
THE AXIS FLEET—The total strength of the enemy at sea must now be reckoned to include the German and Italian Navies and the ships of the French Navy that were treacherously handed over to the Nazis. The total number of the various classes of ships on this basis is **9 battleships, 1 pocket battleship, 26 cruisers, 174 destroyers, 2 aircraft carriers.**

BRITISH & 'FREE FRENCH' FLEET—Balanced against the now very small Nazi fleet, the substantial, though untried, Italian fleet of 120 ships and the seized French ships must be set the British Navy and the ships of the French Navy now in British hands. The totals are **14 battleships, 3 battle cruisers,** about **52 cruisers,** about **168 destroyers** and **6 aircraft carriers.**

These figures must be taken as approximate to the extent that they do not include the ships that have been added to the British Navy since the outbreak of war. This diagram represents in accurate picture form the main types of war vessels in the navies concerned. In the opposite page the naval forces are so presented that a clear idea of their relative strengths is given.

Diagram specially drawn for THE WAR ILLUSTRATED *by Lawrence Dunn*

Striking Forces of Axis and Allied Fleets Compared



This chart presents in comparative form the numerical strength of the Allied Fleet and of those opposing Britain shown in technically accurate detail opposite. The diagram at right indicates graphically, in the same order as that above, the magnitude of the two groups. Notable and significant is the Axis weakness in capital ships.

GERMANY's navy suffered what M. Paul Reynaud called "irreparable mutilation" during one short week of the Norwegian campaign. Of her pocket battleships she lost the "Admiral Scheer" (another—"Admiral Graf Spee"—was scuttled by the crew after the Battle of the River Plate). Of her two 26,000-ton battleships she lost the "Gneisenau," while the other ("Scharnhorst") was damaged by H.M.S. "Renown." In cruisers she lost the "Blücher" (10,000 tons), "Karlsruhe" (6,000 tons), "Emden" (5,400 tons) and another, unidentified. This left her with a single heavy cruiser and one—or perhaps two—of lighter displacement. Her destroyer strength was almost halved, and today she herself has only nineteen of these vitally important craft, so far as is known.

Under the Treaty of Versailles, Germany was limited to a displacement of 10,000 tons for her biggest warships, and to guns of not larger calibre than 11 inches. Therefore she turned out the much vaunted pocket battleships intended to out-gun any cruisers and to be faster than existing battleships. The remaining big battleship, "Scharnhorst," has a nominal speed of 27 knots.

Nazis Robbed of Naval Spoils in France

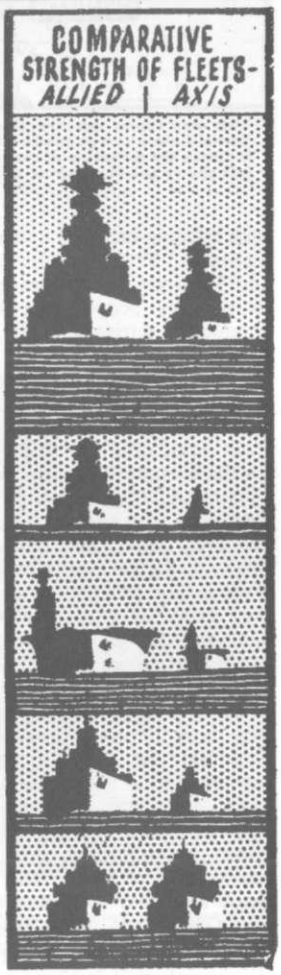
By his victory over France Hitler no doubt hoped to redress his naval losses and attain something like parity with Britain, but although the French fleet was ordered by the Pétain Government to be surrendered to Germany, Britain's prompt action robbed the Nazis of the spoils. In a melancholy but necessary action at Oran on July 3 the battleship "Dunkerque" was put out of action and later bombed by the R.A.F.; one battleship of the "Bretagne" class was sunk and another badly damaged; the aircraft transport "Commandant Teste" was destroyed, and two destroyers were put out of action. Though another battleship, the "Strasbourg," was torpedoed, she managed to escape capture and made her way to a French port.

On July 8 the 35,000-ton battleship "Richelieu," completed but not yet commissioned, was put out of action as she lay in harbour at Dakar. Her sister ship, "Jean Bart," uncompleted, is believed to be under British surveillance. By arrangement with the French admiral in command at Alexandria, certain French warships there (including a battleship of the "Bretagne" class and five cruisers) were demobilized. About the future destiny of the aircraft carrier "Béarn," at Martinique with a number of small naval units, some uncertainty remains.

What Britain is Known to Hold

On July 3 French warships in British ports were taken under control by the Royal Navy, and thus Hitler was deprived of the use of two battleships, two cruisers and eight destroyers. It is in destroyer strength that the enemy, on paper, has something like parity. As our diagram shows, Germany can now control 174 destroyers, including those of the Italian navy and some 60 French ones that were surrendered under the armistice. Against these the Royal Navy can pit its own force of about 160, plus eight taken over from the French.

In capital ships Britain has an imposing and overwhelming preponderance—three battle cruisers and twelve battleships of her own, and two former French battleships. Italy has two new battleships of the "Littorio" class (35,000 tons), completed recently, and two more on the stocks. Besides these there are the four of the "Conte di Cavour" class, built in 1911-1913 and very drastically reconstructed in 1933-1937.



Italy's Columns Invade British Somaliland

The launching of an attack by Italian forces on British Somaliland from the adjoining districts of Abyssinia was announced in Cairo on August 6. Here we tell of the country and the people thus brought into the zone of war.

IN all the many lands that go to make up the British Empire, British Somaliland, which the Italians invaded on August 4, is perhaps the least valuable. Nature has bestowed on it few of her gifts, and man has found it difficult to live in a country of such burning heat and so parched and barren a ground. Yet it is under British protection, and Mussolini would dearly love to be able to tell his people that his soldiers had conquered territory which had flown the British flag.

This map shows the direction of the Italian attack on British Somaliland which opened on August 4. The black arrows, right, indicate the direction of the Italian thrust while the arrow top left shows the threatened advance along the Egyptian coast.

By courtesy of the "Daily Telegraph"

When the Italian columns crossed the frontier on that first Sunday in August the rainy season was not over—it usually lasts from April until October—but, even so, the invaders would find little water to slake their thirst and to refill their boiling radiators. There are no rivers save in the coastal belt, and even there they cannot be relied upon: in the vast interior of the country there are nothing but seasonal streams and wells few and far between. These wells, we may be sure, will be put out of action long before the Italians reach them.

For the most part, Somaliland is a vast plateau or series of plateaux which, when they near the coast, end in precipices 1,500 to 2,000 feet high, down whose descent wander goat and camel tracks to the coastal plain. Even this plain is almost waterless, and its nature may be guessed from its name, Guban, which in the Somali tongue means "burning." The Italian columns made their way towards Odweina, Hargeisa and Gara Gara, three places in the south which may perhaps be described as towns; Hargeisa, indeed, has a population of some 15,000. Odweina and Hargeisa were soon passed by the Italian motorized columns—the central column consisted of two colonial brigades, say 6,000 to 7,000 men, with guns and tanks—but between these places and Berbera and the coast of the Gulf of Aden, the invaders' prime objective, lie a hundred miles or so of rocky desert, crossed from east to west by two mountain ranges.

The first they will encounter, the Golis, has peaks rising to a height of 9,500 feet—peaks which are crowned in some places with forests of mountain cedar; but for the rest the country they will traverse is covered with tall, coarse grass or with thick thornbush or jungle. Vast stretches of it are sandy desert; in the mountainous heart of the country they will have to negotiate gorges, jagged and deep.

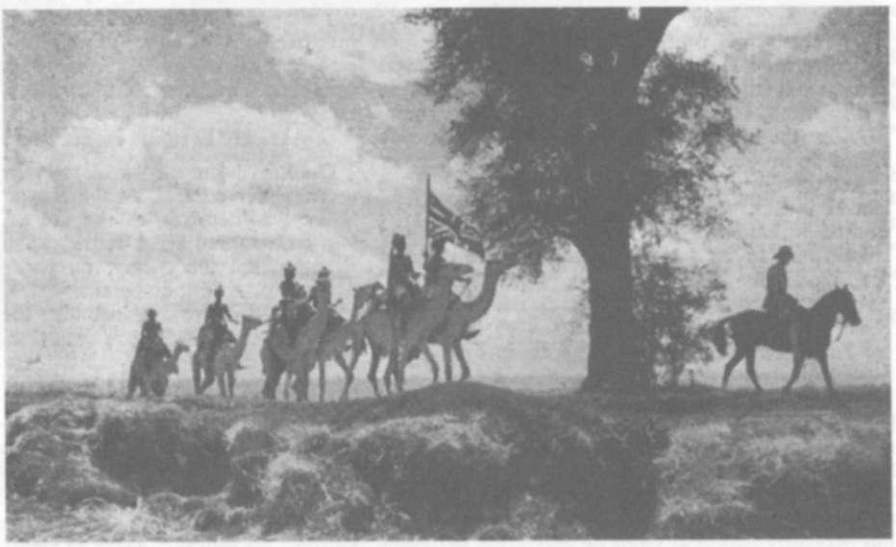
On their way through this inhospitable land they will meet few people, for of the 350,000 native folk the great majority are nomad tribesmen, who will certainly not stay to make a close acquaintance with the roaring columns of tanks and mechanized transport.

From the point of view of physique the Somalis constitute a splendid type. The men, hunters for the most part, are slim and wiry, and the women when in the flower of life are barbaric beauties. But men and women soon grow old, for the life they live is a hard one—one of constant wandering in search of food, which all too often is not easy to come by. Some of them breed camels, sheep and cattle, living on their milk and meat and moving with them across the plains in search of fresh grass and water; some are wandering hunters, men who are outcasts from their tribes and live a life as lonely as it is dangerous; yet others are more or less settled, living in the villages near the coast or in Berbera and Zeila (occupied without resistance by the Italians on Aug. 5), whose whitewashed houses look out on the waters of the Gulf of Aden.

As a race the Somalis are fighters, and seldom is one encountered without his spear, shield and sword—and perhaps a gun. Under white officers they make excellent soldiers, and the Somaliland Camel Corps—one of the crack native regiments of the British Empire, and now partially mechanized—may be relied upon to put up a stern resistance against the Italian invaders.

'Mad Mullah' on the Warpath

Not so many years ago some of the Somali tribes under the leadership of one Mohammed bin Abdullah, who called himself the Mahdi and whom we called the "Mad Mullah," carried on a little war against the British forces in occupation of the country. There was severe fighting in 1900 and again in 1903, when an expedition was undertaken against the Mullah by a mixed force of Indian and African tribes supported by British and Boer mounted infantry. After considerable fighting and some reverses, the Mullah was defeated in 1904, but he maintained his position in the country and ten years later overran a large part of the Protectorate. Not until 1920, when 'planes of the Royal Air Force were brought into operation against him, were his activities brought to an end. The Mullah himself died in Abyssinia in 1921. Since then the country has enjoyed the blessings of peace, and there is much that is good to show for the years of British occupation.



The Italian forces invading the Somaliland Protectorate on August 4, 1940, found ground forces as well as the R.A.F. cooperating in the defence. Among the former was the Somaliland Camel Corps, King's African Rifles, men of which are here seen showing the flag on the Somaliland-Abyssinian frontier. The tree is in Abyssinia.

Photo, Paul Popper

May the Nazis' Stay in Jersey Be Brief!

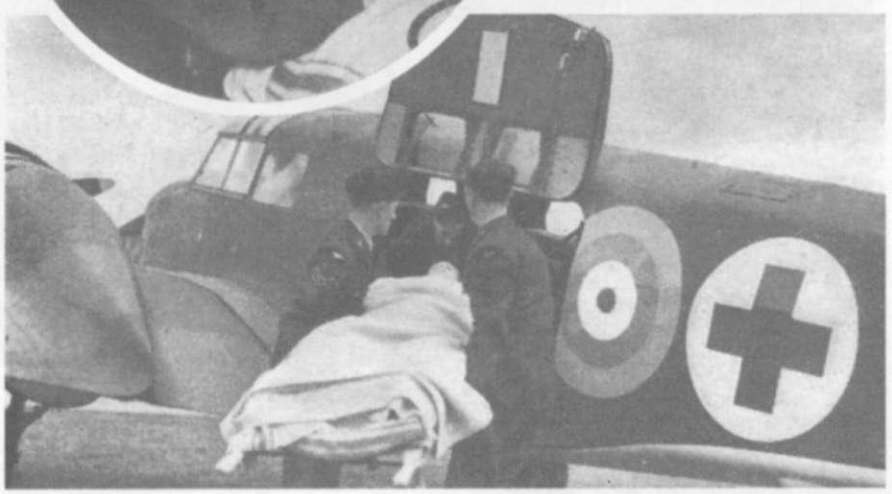
GOOD reasons enough have been advanced for the abandonment of the Channel Islands to the enemy; but those reasons do not appeal to everyone. "It was honestly meant," said Lord Portsea in the House of Lords on August 1, "but in my view there was a smell of cowardice about it." Lord Portsea belongs to an old Jersey family—his father was one of the judges of the Royal Court of Jersey—and the bitterness of his words will be understood. The Channel Islands had not been conquered for over a thousand years, he went on; the argument that the inhabitants had at least been spared the horrors of modern warfare and bombardment was, in his opinion, a Pétain argument, and he had no sympathy with it. "I am a very old man," he added, "but do not imagine that because the sands of life are running out those sands are less hallowed. They are hoarded with miserly care. I say to this House in all honesty that if I could go to submit to that bombardment with any chance whatever of recovering those islands I would go today." In conclusion, he appealed to the Government to "do something for my fellow-countrymen"—an appeal which was at once answered in the most sympathetic spirit by the Duke of Devonshire.

Among those who were evacuated from the Channel Islands were a number of the Jersey Militia, who are now undergoing military training in Britain. One of them is seen on the right taking cover when on outpost duty.

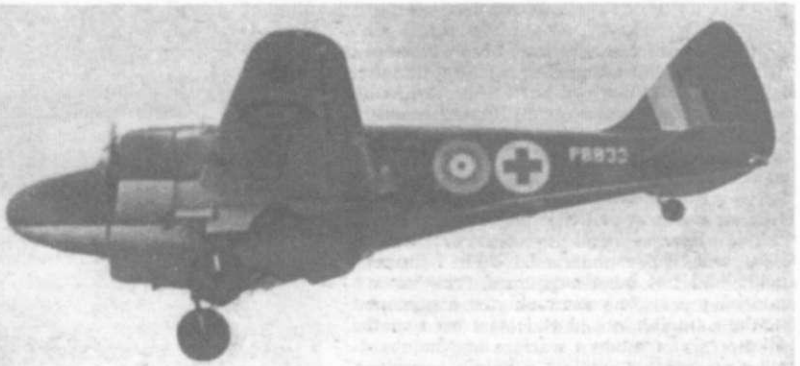
It was only to be expected that the Nazis should make the utmost possible use of their occupation of the Channel Islands. Here we have one of the photographs which were used for propaganda purposes in the Reich; it shows the swastika flag flying above the airport in Jersey. The Germans used the phrase "captured," but actually there was no military action save for a particularly disgraceful exhibition of bombing and machine-gunning of defenceless civilians carried out when the Islands had been demilitarized. Fortunately, many of the inhabitants had been evacuated, or the loss of life would have been even greater than it was.

Photos, British Official: Crown Copyright; Associated Press

British and Nazi Ways with Red Cross Aeroplanes

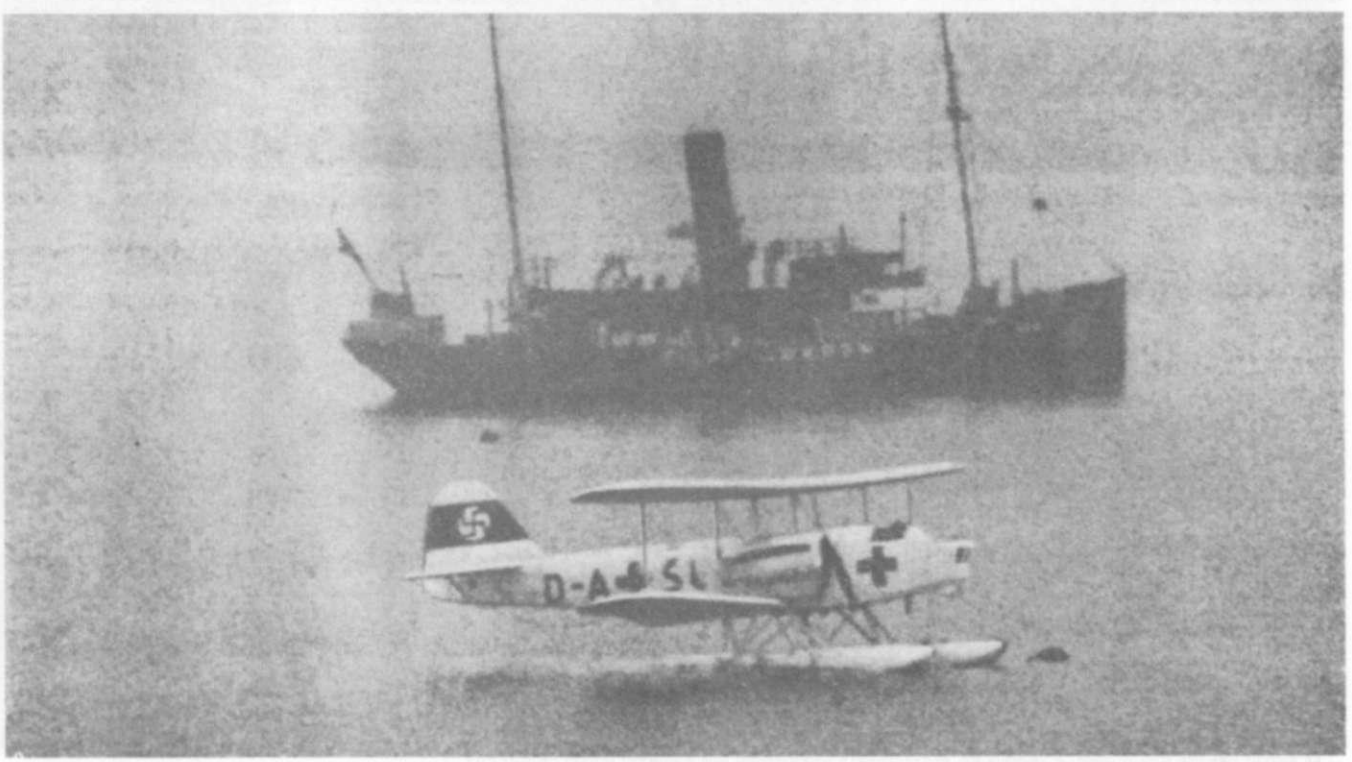


The ambulance 'planes might almost be called flying hospitals, for among other equipment they carry oxygen cylinders. In the circle, oxygen is being administered. Above, a stretcher case is being put on board. As can be seen in the photograph, top right, the undercarriages of the ambulance 'planes are exceptionally low, so that access to the interior is easy.



This is one of the Airspeed "Oxford" ambulances in flight. Adjoining the usual distinguishing mark of British 'planes, the Red Cross is painted on the side of the fuselage.

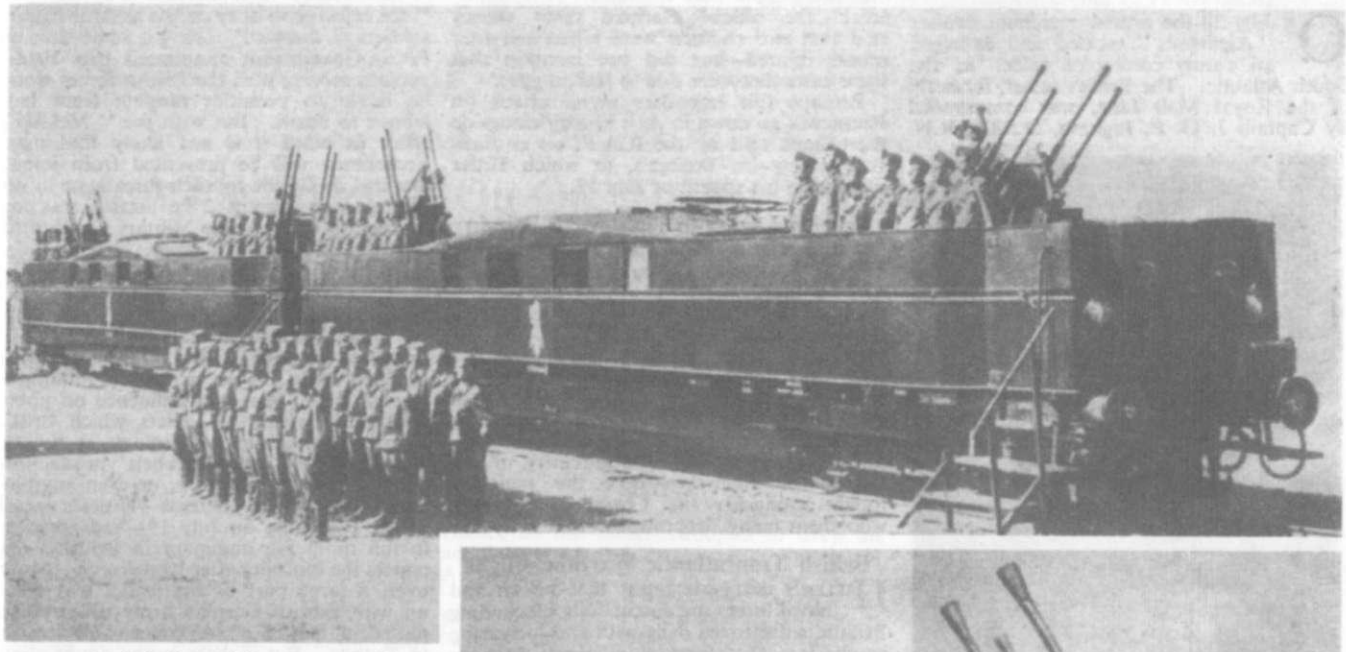
ON July 27 the Princess Royal handed over two Airspeed "Oxford" aeroplanes to the R.A.F. They had been subscribed for by the Girl Guides of the Empire, and were the first air ambulances specially constructed for the R.A.F. in this war, converted troop-carrying aircraft having been previously used for ambulance work. They are elaborately equipped. Inside the ambulance there is accommodation for two stretcher cases and two sitting patients. Besides oxygen apparatus, the 'planes carry emergency surgical equipment and have lavatory accommodation. They also carry wireless operators. The presentation was made in the presence of a number of Girl Guides and Brownies. The two 'planes, which cost £7,500 each, were paid for out of a fund of £48,475 raised by the Guides in less than three months.



This is a Nazi Red Cross seaplane which was brought down in the English Channel at the end of July. It had been known for some time that the German claim that these 'planes were engaged in rescue work was utterly false, and in an Air Ministry statement it was now revealed that one of several 'planes bearing the Red Cross that had been brought down near England had been used as a communication aircraft by General-Major Tittel and also to make war films for the German propaganda service.

Photos, "News Chronicle" and Topical

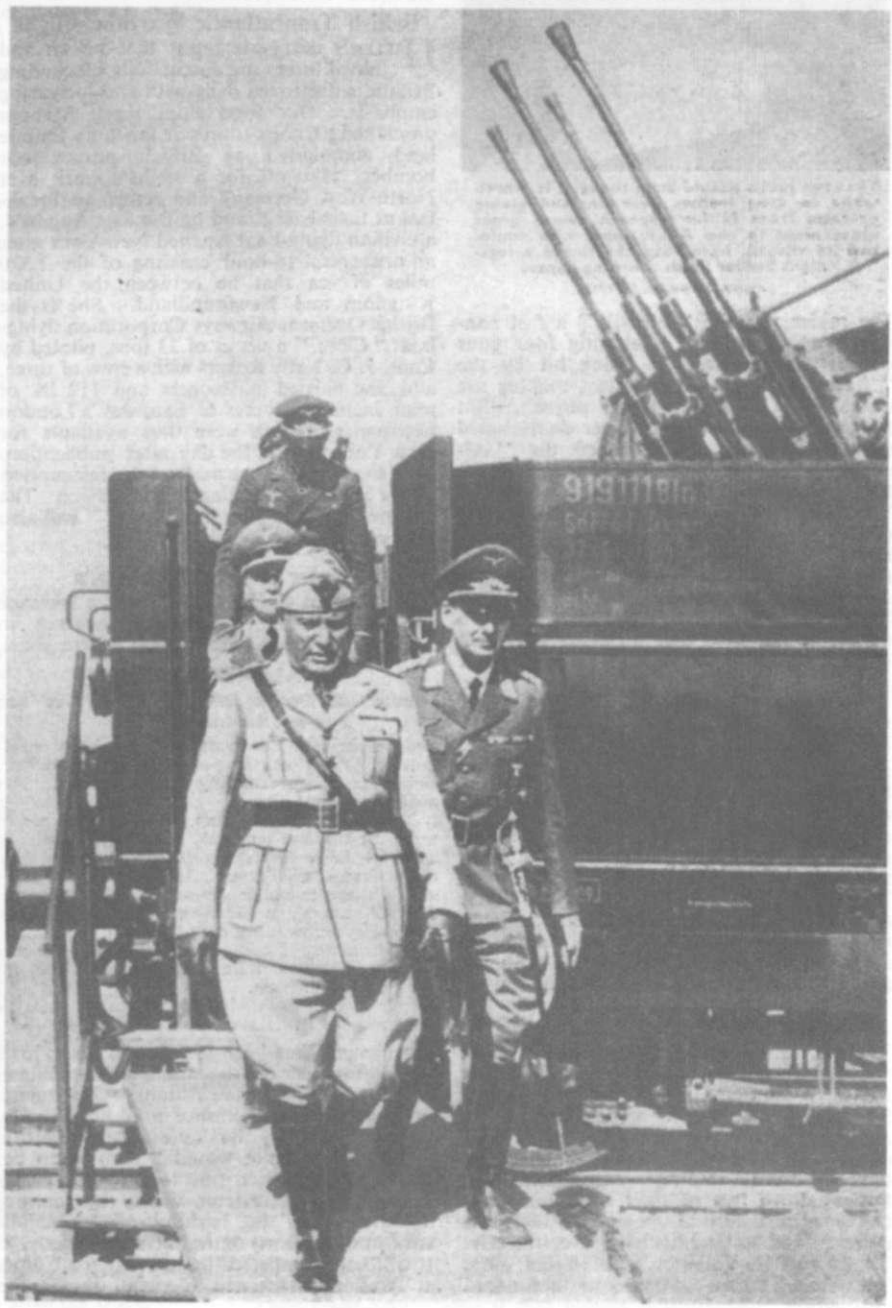
Birthday Guns With Love from Fuehrer to Duce



German and Italian soldiers are seen above mounting guard over the armoured train presented by Hitler to Mussolini. Right, Mussolini is leaving the train after inspecting it.

ON July 22, a few days before Mussolini's last birthday he received from Hitler a gift of an anti-aircraft train. It consisted of two armoured coaches with 16 anti-aircraft guns mounted on the roofs. It is possible that under certain circumstances it may be a useful refuge for the Duce, but meanwhile he has declared that it is another proof of the indissoluble fraternity of arms binding the great German people to the Italian people in war and peace. The presentation was made by General Ritter von Pohl at a railway station near Rome, and Mussolini personally tested all the guns.

Prince Umberto, Crown Prince of Italy, who commanded the Italian Army that gained a "victory" over France when she had already been betrayed, is inspecting troops and anti-aircraft guns on July 12. *Photos, Associated Press*



OUR SEARCHLIGHT ON THE WAR NEWS

'Alcantara II' Finds a Raider

ON July 28 the armed merchant cruiser "Alcantara" tackled and damaged an enemy commerce raider in the South Atlantic. The British vessel, formerly of the Royal Mail Line, was commanded by Captain J. G. P. Ingham, D.S.O., R.N.

That the Nazis should have thought it worth while to drop leaflets over England giving extracts from Hitler's speech causes great amusement to this A.R.P. man, who could, had he wished, have read the tirade a fortnight earlier in his morning paper.

Photo, Associated Press

The raider was the "Narvik," a fast converted merchant ship, mounting four guns on each broadside. On being hit by the "Alcantara" she turned away, making use of her smoke floats to evade pursuit. But for the chance that one of her shots holed the engine room and reduced the "Alcantara's" speed, the raider would no doubt have been brought to book. As it was she "sustained damage affecting her fighting efficiency." An earlier R.M.S. "Alcantara" figured in a stirring encounter of a similar nature 24 years ago, when she challenged and engaged the disguised raider "Greif." She herself was sunk, but not before so damaging the raider that the latter was easily finished off by two other ships of the patrol.

Nazis Lose 240 Aircraft in July Raids

DURING the month of July in raids on Britain and on convoys near our coasts at least 240 German aircraft have been shot down by the R.A.F. and our ground defences. Personnel numbering at least six hundred were killed or taken prisoner during this period. These facts are given in an Air Ministry communiqué of July 31. They are strictly accurate figures for losses actually reported by our airmen; many more enemy aircraft have been put out of action in the air, though not shot down, and others destroyed on the ground.

Rome Fires On Her Own Aircraft

BEFORE Italy entered the war she declared that Rome was an open city and not subject to bombing under international law. She has since shown some nervousness about the matter, and not long ago the A.A. defences of Venice opened fire at what they thought were raiding aeroplanes—and brought down two of their own bombers! On the night of July 22 the guns of the Rome defences fired at aircraft flying over the city. The aircraft in question were Italian ones. The official Italian communiqué announced that two people were injured by A.A. splinters; the official German news agency said that two civilians were killed and four others injured—but did not mention that these casualties were due to Italian guns.

Perhaps this legendary aerial attack on Rome will go down in Axis history alongside the alleged raid by the R.A.F. on civilians at Freiburg-im-Breisgau, to which Hitler referred in his speech of July 19.

Foreign Legion to Fight With Britain

A REGIMENT of the famous Foreign Legion is included in General de Gaulle's Army of Free Frenchmen. This unit was the first to enter Narvik when the port and town were captured by the Allies last May. After the withdrawal from Norway the legionaries went into line on the French front before Rennes, but had to fall back with the Allied armies after three days. Today they are in Britain, armed, equipped and ready for anything that turns up. The gallantry of the Legion in Norway—where the regiment fought alongside the Chasseurs Alpins—won them many decorations.

British Transatlantic Wartime Flight

HITLER's desperate boast that his air and naval forces are successfully blockading Britain is disproved daily with ever-increasing emphasis. Our food ships reach harbour unscathed; troops from our far-flung Empire land unmolested at British ports; our bombers take off for a night's work over North-West Germany and return to breakfast at their base; and on Sunday, August 4, a civilian flying-boat reached New York after an uneventful 16-hour crossing of the 2,370 miles of sea that lie between the United Kingdom and Newfoundland. She is the British Overseas Airways Corporation flying-boat "Clare," a vessel of 23 tons, piloted by Capt. J. C. Kelly Rogers with a crew of three, and she carried passengers and 112 lb. of mail, including copies of Saturday's London newspapers, which were thus available for New York readers the day after publication. This successful flight marked the resumption of the British Transatlantic Air Service. The "Clare's" sister ship the "Clyde" will also take part in the programme.

Leader of Free Frenchmen

GENERAL DE GAULLE has issued a message to the Army of Free Frenchmen in England, of which a translation is here given.

TO ALL FRENCHMEN

France has lost a battle! But France has not lost the war!

A makeshift Government may have capitulated, giving way to panic, forgetting honour, delivering their country into slavery. Yet nothing is lost!

Nothing is lost, because this war is a world war. In the free universe, immense forces have not yet been brought into play. Some day these forces will crush the enemy. On that day France must be present at the victory. She will then regain her liberty and her greatness.

That is my goal, my only goal!

That is why I ask all Frenchmen, wherever they may be, to unite with me in action, in sacrifice and in hope.

Our country is in danger of Death. Let us fight to save it. LONG LIVE FRANCE!

The General has been untiring in his efforts to weld together the new force of Frenchmen eager to fight alongside Britain. On August 3, broadcasting to France and the French Colonial Empire, he questioned whether the French colonies would "consent to be surrendered, starved, put to fire and sword to pander to the terrors which the roaring of Hitler and the barking of Mussolini strike into the hearts of the old men of Vichy." It will be remembered that on July 6 a Court at Toulouse sentenced General de Gaulle in his absence to four years' imprisonment "for refusing to obey orders and for inciting soldiers to disobey." At the same time the Pétain Government announced that French persons serving with the British forces would be liable to penalties ranging from hard labour to death. But with the "Meknes" affair in mind it is not likely that many Frenchmen will be prevented from joining General de Gaulle by such threats, or by the fact that on August 2 he himself was condemned to death by the Military Court of the Thirteenth Region of France.

Hitler's Leaflet Reprisal

IT is difficult to believe that Goebbels' organization is so maladroit as to think that the leaflets which German airmen dropped over Britain at the beginning of August would have any influence on public opinion. Unlike the leaflets which British airmen dropped over Germany at the beginning of the war, Goebbels' productions did not tell anything new, or even anything interesting, for the contents—Hitler's speech to the Reichstag on July 19—had appeared in full or in fair summary in British newspapers the morning after its delivery. Moreover, a large part of the leaflet was taken up with lists of German army officers promoted, a matter of no conceivable interest to Britons. But if there is any doubt about the motives behind this clumsy propaganda there is none about the reactions of its recipients. In at least one village the lucky finders of the leaflets sold them as souvenirs for a few pence apiece and thus raised a fund for Red Cross needs.

South African 'Bitter-Enders'

ALMOST every town in the Union of South Africa is represented in the advance guard of volunteer troops who were welcomed on July 31 by the Governor of Kenya, Sir Henry Moore. The Force includes all auxiliaries such as engineers, signallers, motor transport and medical services, and among the troops are barristers, "Springboks" and business men. "You are volunteers of your own choice," General Smuts had told them in his farewell address. "Your children will be proud of you. We South Africans reserve our respect and pride for bitter-enders, for those who go all out; who take their life in their own hands for their country and their people."

Two French sailors outside General de Gaulle's London headquarters, on the anniversary of the outbreak of the war of 1914–1918, reading his stirring call to all Frenchmen to rally to the cause of freedom and France.

Photo, Associated Press

I WAS THERE!

Eye Witness Stories of Episodes and Adventures in the Second Great War

A Heinkel Fell On Our Deck

When the Scottish steamer "Highlander" steamed into port on Friday, August 2, the wreckage of a Heinkel was draped over her stern. Here is the story of how her crew shot down this and another German bomber with their Lewis gun as they told it to W. A. Nicholson, of the "Daily Mail."

At midnight on Thursday, August 1, the "Highlander" was steaming along off the north-east coast of Scotland when the drone of a 'plane was heard. Captain W. Gifford and the rest of the crew peered into the darkness trying to guess whether it was friend or foe. They did not have to wait long. As the 'plane roared overhead machine-gun bullets spattered on the decks around them, and jets of spray spurted up from the sea where aerial torpedoes had fallen.

Standing by the "Highlander's" Lewis gun were George Anderson, of Leith, and Laurie Halcrow, a young Shetlander. They were joined by Bert Whyman, a seaman from Southampton, and William Birnie, another Shetlander. The raider swooped twice across the ship, coming lower and lower, but Anderson held his fire. Describing what happened, he said:

The 'plane was flying low over us and for a time I could not see it because of the superstructure of the boat. So I aimed at where I thought the 'plane would be. . . .

I let go everything I had. What luck! As I pressed the trigger the black shape of the machine came right into the sight, and I kept pumping lead into it as fast as I could.

It lurched in the sky over the ship about 30 ft. away, and then crashed. We dodged to escape it as it fell.

One wing caught the side of the bridge, tearing away some of the railings and smashing the lifeboat. The other wing fell over the deck on which we were standing, and smashed the railings and the wheel of one of the derricks.

There was a terrific din, but above it we could hear the cries of the German crew.

The body of the machine then broke away from the wings, and, bursting into flames, crashed into the sea. The crew had no chance of escape.

Then a second Heinkel appeared and dived to the attack.

Laurie Halcrow, who lost his brother through enemy action at sea six weeks ago, clutched Anderson's arm and shouted:

Give me a go, George. I'll give them what they gave my brother!

Like Anderson, young Halcrow waited his chance as the raider swooped to drop an aerial torpedo and machine-gun the decks. As he said:

He came closer and closer and as he got really near I let him have it. I must have scored a direct hit for the raider crashed straight into the sea.

Captain Gifford summed up by saying:

It was a grand night's work. Two or three of the men were slightly wounded, but Anderson was luckiest of all.

One bullet struck his steel helmet and another flew so close to his nose that it scratched his upper lip!—("*Daily Mail.*")

George Anderson, of the "Highlander," who, with his shipmate A. Whyman, was awarded the medal of the O.B.E. for shooting down two German bombers. Others of the crew were commended. *Photo, Planet News*

We Were Besieged For Six Days in Arras

From May 18 to May 24 a small and gallant B.E.F. garrison held the Palais St. Vaast during the historic siege of Arras. The story of their ordeal, as told here by Douglas Williams, "Daily Telegraph" war correspondent, was based on the diary of a soldier in the garrison.

The diary begins on May 18, when a detachment of Welsh Guards and a number of odd details separated from their units moved into the Palais St. Vaast at Arras. Here General Petre, commanding the garrison, had set up his headquarters. The story goes on:

We took up positions of defence and, as far as we were able, fortified the building by stripping the library shelves and piling the musty old volumes into the window recesses. Every man had a rifle with plenty of ammunition and, in addition, there were some Tommy-guns, hand grenades and a few Bren guns.

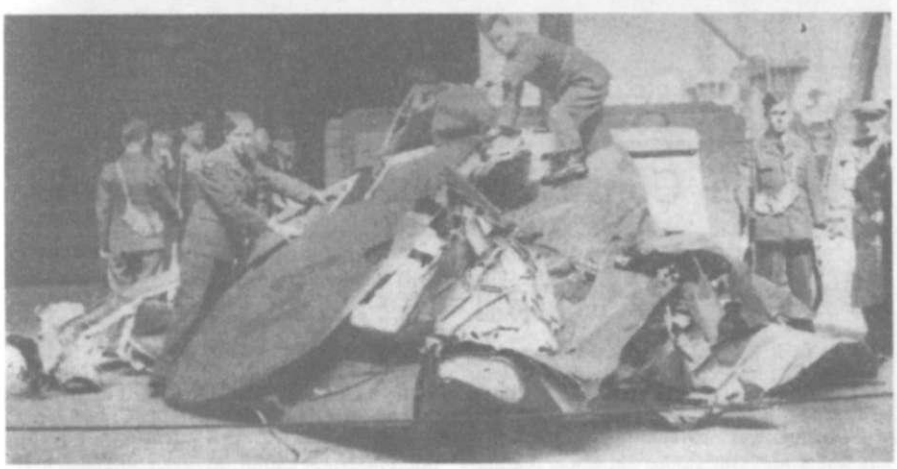
In the road outside was an anti-tank gun and a few light tanks. At the start food was fairly good and plentiful, and we were able to have regular meals. The food was prepared a mile or so away and brought to the Palais in vacuum containers, but, as the air raids became more intense, delivery became more difficult, until one day the Germans landed two direct hits on the kitchen, killing 13 men and destroying all the equipment. After that we had to depend on beef and biscuit from surplus rations, until we luckily discovered the existence of the N.A.A.F.I. canteen near the station, about half a mile from the Palais.

The padre of the Welsh Guards, a gallant and fearless man, used to drive to this canteen every day in his little car, indifferent to the bombs that were dropping, and would return loaded with such delicacies as chicken in glass jars, tinned tongue, galantine, sweet biscuits, and all the cigarettes we could smoke.

We were much bothered by refugees, of whom several hundred had taken shelter in the cellars of the Palais. Among them were spies, some of whom were captured and summarily "dealt with." Sniping from buildings near by was incessant, and houses were frequently raided to catch these traitors.

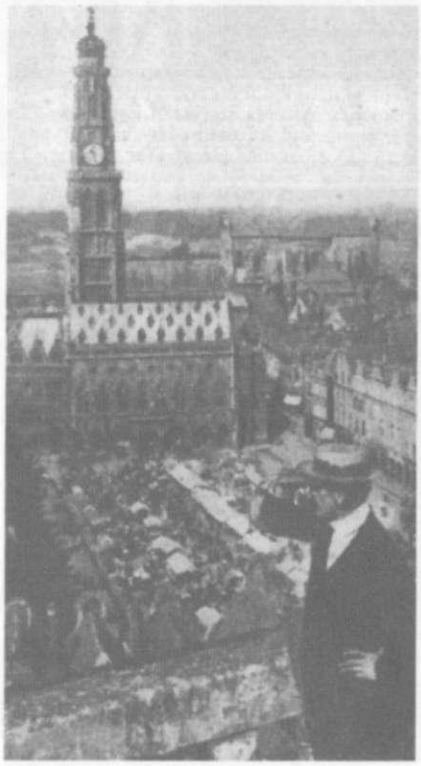
We spent most of our time, because of incessant air raids, in the cellars, varied by long spells of sentry duty at the windows on the floors above, watching some suspicious corner until our trigger fingers ached.

Our greatest problem was water. The big water tower had been destroyed by a bomb, and what was left had been so heavily treated with chlorine by the Medical Officer lest it should prove to have been poisoned that it was almost undrinkable. Water for



Having brought down two German raiders in twenty minutes, the 1,216-ton "Highlander" sailed proudly home with the wreckage of one Heinkel perched on her poop. Here the debris is being removed. The ship's master, Capt. W. Gifford, was given the O.B.E. *Photo, Planet News*

I WAS THERE!



The Petite Place of Arras, twice devastated in 25 years, is here seen in times of peace with the Hôtel de Ville in the background and the market in progress, in the foreground.
Photo, E.N.A.

washing was scanty, and after a bomb had fallen in the ornamental fishpond in the garden none of us could shave or wash.

All communication with the outside had been cut. A wireless van containing a transmitting set, which had been brought to us by some Green Howards, sent as reinforcements, was hit by a mortar shell the day it arrived and, with its personnel, was blown sky high.

As the week wore on things became worse. The Germans were closing in all around the perimeter of the city, air raids were so frequent that there was little or no sleep for the garrison, casualties increased, and there was nothing to drink except bottled beer and minerals taken from damaged grocery shops.

One amusing incident enlivened this bad period. A football being used for exercise by men off duty was kicked so hard that it went out of sight. Next day reports were received that an unexploded bomb had been located in the Palais schoolroom and the area was roped off, with sentries posted to keep people away until an expert arrived—to find, of course, that the bomb was only our muddy football.

Finally, shortly after midnight of May 24 we received orders for immediate evacuation. By some miracle 20 of our vehicles parked in the square had survived, and as many as possible of the garrison, with as much kit as could be carried, piled into them, the others following on foot.

Officers of the Welsh Guards refused to ride and marched with their men. We were told to make for Douai by the one narrow strip of country that was still believed to be free from enemy tanks, and as I left the Palais, for the first time since the siege, I was horrified to see the state to which bombing had reduced the city.

Bodies of refugees killed by air raids or shells, dead horses, cats and dogs lay about. Not a single building appeared to have escaped damage. Some had disappeared, others were reduced to heaps of rubble. Every street was thick with broken brick, smashed glass, and splintered furniture. Although it was in the middle of the night, the glow from blazing buildings made the streets as light as day. Both the Grande Place and the Petite Place were a shambles.

When our convoy reached the outskirts of Douai, there, marching in perfect order along the road, were the Welsh Guards, still led by their officers afoot, every man with complete equipment, some even carrying Bren gun parts. It was a grand and stimulating sight to see such an example of discipline and training triumph over disorder and confusion.

I never hope to meet a braver crowd of men than those Welsh Guards. Every time there was a call for volunteers for some specially dangerous job they would crowd around their officer, each man trying to catch his eye. They did wonderful work amid scenes of horror when the big French hospital of St. Jean was bombed by German low-flying airmen. The attack was deliberately made at less than 100 ft., although the building was marked by a huge red cross, painted in the forecourt, and clearly visible from 10,000 ft. or higher.

Our convoy finally reached the coast at Dunkirk and we all embarked safely for England.

Going Home to France the Nazi Sank Us

While transporting French naval officers and men from England to France the "Meknes" was sunk by a German motor torpedo-boat on July 24, though her name and nationality were plainly marked. The survivors were filled with indignation at this action by the Germans, as seen in the following stories of English-speaking French sailors, based on a broadcast interview with Charles Gardner.

ONE of the French sailors who survived the sinking of the "Meknes" said:

I had just finished playing cards with some friends in my cabin when I heard the machine-guns. I went up on deck, but I couldn't see anything because it was too dark. The next moment, however, I saw tracer bullets above the ship, so I crossed over to the port side, but I still couldn't see anything.

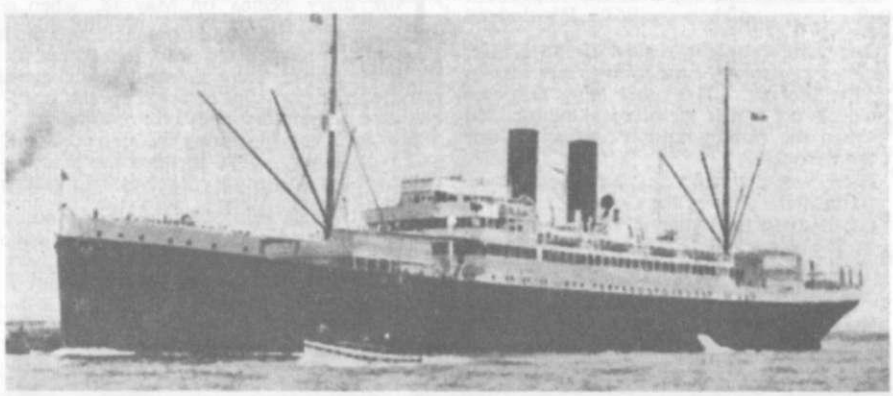
The ship was brightly lit—all the lights were on as if it was pre-war—the name of the ship was clearly shown on both sides, and the French flag was lighted with a searchlight, so it had not entered our heads to think of an enemy. I thought it must be a battle boat, and I put on my lifebelt.

Then the machine-gunning started again. Things became very serious because he machine-gunned all the port side of the ship, making holes in all the lifeboats. The starboard lifeboats were all right; there were about five or six, I think, and they all got down except one, which threw all its men down into the sea.

I managed to get into a lifeboat all right, and we were some way from the "Meknes" when she sank. We did not see anything of the attacking boat, but we thought it must be a kind of speedboat. That's all we could imagine. We took to the lifeboat at 11 o'clock at night and were picked up at 7.30 in the morning.

Another survivor said:

When we were taken on board the British destroyers we were given hot drinks and food, and we dried our clothes. We were very grateful to the British sailors for their hospitality. I must point out that the French flag on the "Meknes" was well illuminated by the searchlight, and the enemy must have seen it, but this did not restrain them from sinking the ship.



The "Meknes" was a 6,127-ton liner of the Compagnie Générale Transatlantique. When she sailed on her fatal voyage she carried a complement of nine officers and 90 seamen, while her passengers numbered 99 naval officers and 1,080 ratings, 2 women and 1 child, all French. Of these nine officers and 374 men were not accounted for.
Photo, Central Press

I Saw a Convoy Bombed in the Channel

German bombing attacks on English ports and coastal shipping increased in violence during July, and many fierce fights were waged by the Navy and Air Force. A dramatic impression of one of these battles in the Channel is given in the following story by Ronald Walker of the "News Chronicle."

WAR happened suddenly over the Channel on July 25. So suddenly that I was rather startled. It was the first real war I had seen since I got back from being war correspondent with the R.A.F.

It was a pleasant sunny morning. Soldiers whistled as they polished their anti-aircraft guns. Two sailors sucked ices and wondered whether "Jerry would have a go today." Despite the fortified state of the front, the soldiers and the sailors, it seemed improbable that Calais, across the Channel, was full of nasty Germans with evil intentions. . . .

Softly at first as to be just a murmur came the vibrating sound of aero engines. The German machines were so high that it was not possible to see them at first. Against the

blue of the sky they betrayed themselves by leaving the trails of white smoke or cloud from the engine exhausts. Then we picked out a flight or two, so high that they were no bigger than moths. The sound of engines swelled as the Spitfire fighters came roaring up from their near-by bases. They climbed into the blue heights and in no time the sky was criss-crossed with streaks of white as the British pilots went into the rough and tumble.

From their battlefield the faint staccato rattle of machine-guns came drifting down, oddly distinct from the rising and falling note of the engines as they dived and climbed. The battling machines came lower and the noise increased. A new whistling note was added as Nazi bombers dropped very large "eggs" on the harbour

As the enemy aircraft came nearer the shore guns opened up. The windows of the boarding-houses sounded like a crazy tap drummer. At the gun post on the front the crew grinned with a sort of cat-like satisfaction as they crammed the clips of shells into the breech.

The Germans, having dropped their bombs, turned for home. The dog-fight dwindled. Our fighters went off home after making a final search of the sky for intruders. All was quiet again . . . .

This story continues about two and a half hours later. Round the headland came, steaming slowly, the ships in line, 21 small cargo boats convoyed by two armed trawlers.

The attack was without warning. Through the cloud layer overhead swooped the German dive bombers. The air was filled with the sound of their fury, and the cliffs echoed with the roar of the bombs which rocked the little ships.

Two disappeared in a welter of smoke and water. When it cleared they were both sinking rapidly. Companion ships slowed down and waited to help. From the port fast motor-boats raced out to rescue the crews. Twice the enemy dived. Another ship was sinking. Others were hit.

The remaining ships formed again into line and continued. It was a splendid demonstration of the splendid courage of the British merchant seaman. High above them British fighters raced about.

Half an hour later the Germans crept through the clouds again and came hurtling down on the ships. Two more were badly hit. Quickly they listed and in a few minutes were gone. Again the survivors reformed and went off down the Channel.

One of the smaller ships came limping towards the shore. It was slowly settling down by the stern. Just in time her skipper beached his ship. It was loaded with cement. A German bomb had struck the hold fair and square, sending showers of cement over the skipper and his men. On the beach helpers found the skipper a fearsome spectacle. Blood from his wounds in the head, shoulder and arm, formed the cement into a bloody concrete. He refused assistance and said, "Look after the men."

Then he let himself loose. He raged up and down the beach. "Look at my —— ship," he roared. "Look what those —— have done. Let me get near the —— They won't drive me off the sea, the ——"

That is why the convoy always goes on.

We Were Looking for Trouble & Found It!

Here, in his own words, is the dramatic account of an aerial dog-fight from the point of view of a fighter pilot. Told by an R.A.F. Squadron Leader who has since won the D.S.O., it appeared in the American magazine "Life."

We got a "Stand by" early in the morning of the first day of the Dunkirk evacuation, and at 9 a.m. we got our orders. There were 12 of us and, climbing to 20,000 feet, we headed across the North Sea.

We kept well together, but, of course, kept radio silence. We knew every inch of the coastline to which we were heading, but even without that knowledge there was no mistaking Dunkirk. Only a few minutes after leaving Britain and at our height we could see the pillars of smoke rising from the burning town and the villages all the way up from Calais.

At 4,000 ft. we were beetling along still looking for trouble when I saw a Hun formation of about 60 machines—20 bombers and 40 fighters—at about 15,000 ft. and cursed the height we had lost.

The fighters, mostly Messerschmitts, heeled over and came screaming down at us and the next second we were in the thick of it. That attack developed like most dog-fights into individual scraps. It was at about 10,000 ft. that I found myself on the tail of my first Hun, a Messerschmitt 110.

Most of my instruments I remember had gone crazy in the course of the violent manœuvring. I remember particularly that my gyro was spinning wildly and the artificial horizon had vanished somewhere into the interior of the instrument panel, calmly turning up its bottom and showing me the maker's stamp and the words Air Ministry Mark IV., or something like that.

Down went the Messerschmitt again with me close on his tail. With the great speed of the dive my controls were freezing solid, and I was fighting the stick hard to bring the Hun up into the centre of my sights. When you get them there they stick, in fact, it's hard to get them out. Once there you can hold them for ever.

I thumbed the trigger button just once, twice. I smelt the cordite fumes blowing back from my Brownings as the 1,200 squirts a minute from each of them went into him. I saw the little spurts of flame as the tracers struck. For a fraction of a second I saw the back outline of the pilot's head half slewed round to see what was after him before, presumably, he ceased to know.

I looked around for the rest, but they were gone. My own scrap had brought me about 50 miles inland, so I turned and headed back, noticing with a shock that my petrol reserve was just enough to get me home, provided that I ran into no more trouble.

Out over the North Sea and on the way back to the station I clicked on the radio and called up the pilots of my squadron one by one: "How are you? Did you get any?" The first one came back jubilantly—he had got one. Then the rest—all of them had got one or two. Two didn't answer . . . .

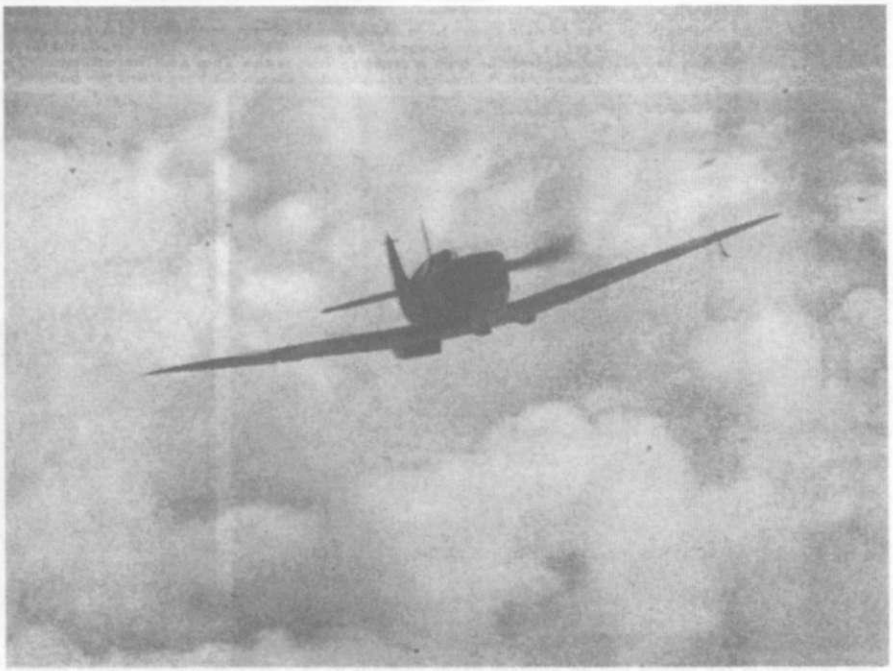
The next day I saw some Junkers guarded by Messerschmitts bombing a torpedo-boat and some small rescue craft packed with troops far below. Chancing the anti-aircraft fire from the torpedo-boat, we plunged in. The Huns never saw us coming. Every one of us got one in that first dive.

Stick back and screaming up again, we re-formed and then down once more. This time the Huns had scattered, and it wasn't so easy. I got on to one Messerschmitt who was scramming for home and got a squirt in. There was the usual burst of smoke from his engine as he went down. I followed and I'm glad I did. Biding my time I let him have it.

I didn't know then how the rest of my squadron had got on with the Messerschmitt swarm they had got into above Dunkirk, but on the way back the first to answer my radio call said that he had got four. Then he suddenly said, "Oh, hell, my engine's packed up." Then, "I'm on fire."

There was silence for a second or two and he said, "Yippee! There's a destroyer downstairs. I'm baling out." A second later I heard him mutter, "But how?"

It is, as a matter of fact, not easy to bale out of a Spitfire. The best way is to turn her over on her back and drop out through the hood—if you can. That, we found out later, was exactly what he had done.



Here is one of the Supermarine Spitfires which have so often met Nazi Messerschmitts in "dog-fights" and worsted them. These 'planes carry eight machine-guns and are single-seater fighters. The Squadron Leader whose story is told in this page encountered his first Messerschmitt at 10,000 feet.

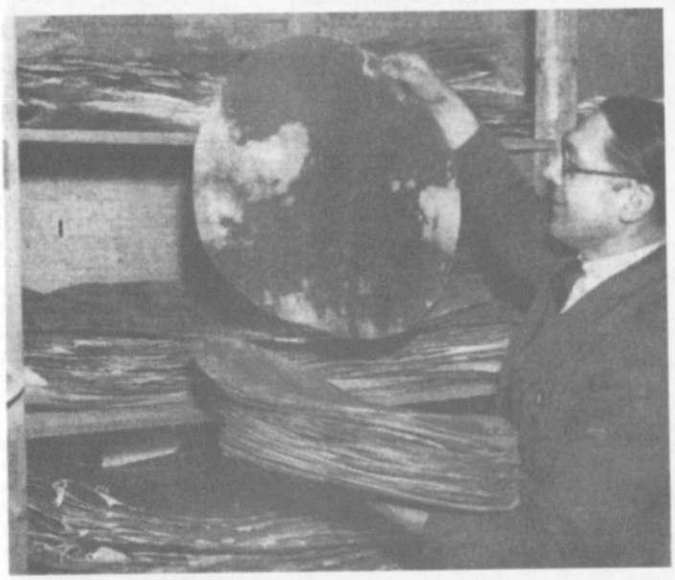
Photo, Charles E. Brown

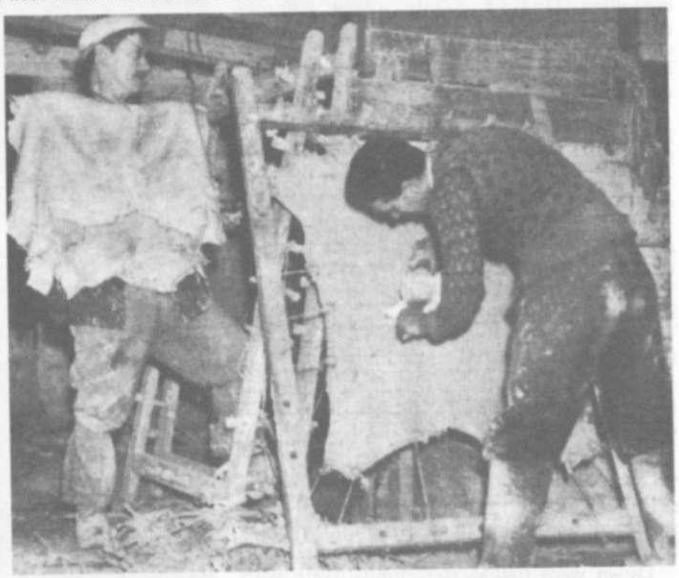
Mr. Briton'll See It Through

These women are among those who have responded to the call for workers to make hurdles for trench revetments.

Now that the overrunning of Norway has cut off a large part of Britain's supply of wood pulp for paper, substitutes are being used. Here reeds that grow prolifically on the Norfolk Broads are being cut for papermaking.

One of the latest efforts of London to help the men in khaki or blue from overseas and from distant parts of the British Isles is the establishment of an Information Bureau (seen above) in Trafalgar Square. For soldiers it is an "inquire within for everything," and this Canadian leaving it certainly looks satisfied. One of the places many of the troops want to visit is the Zoo, and there they may see such an unusual sight as that right—one of the Zoo's A.R.P. fire-fighters practising with his hose from the back of a Bactrian camel.





The removal of the official ban on military bands reminds us of a very old industry—the making of drumheads. Here are scenes in the workshop, at New Eltham, Kent, of Mr. Horace Loosley, whose family have been engaged for 200 years in this craft, still entirely carried out by hand. Left, Mr. Loosley is sorting side-drum heads, while, right, one man is about to stretch a skin over a frame for drying, and another is shaving a skin to the correct thickness and smoothness.

Photos, "Daily Mirror," L.N.A., Topical, Fox and John Topham

Men Who Have Won Honour in Freedom's Cause

Aircraftman A. Meadows, D.F.M., for conspicuous bravery in the air. He bombed enemy troops at Bardia, Libya.

Flying Officer D. F. B. Skeen, D.F.C., for courage in the air against superior enemy forces.

Wing-Cdr. J. W. Gillan, D.F.C., for displaying courage and devotion to duty during air operations.

Wing-Cdr. G. W. T. Tuttle, O.B.E., for his outstanding work as staff officer.

Flying Officer W. H. Rhodes-Moorhouse, D.F.C., for destroying five enemy aircraft and for great courage.

Capt. A. Head, Life Guards, M.C., for displaying disregard of danger during evacuation of B.E.F. at Boulogne.

2nd Lieut. Irwin, M.C., for showing courage and resource during the evacuation of the B.E.F. at Dunkirk.

Wing-Cdr. the Earl of Bandon, D.S.O., for gallantry and devotion to duty in air operations.

Brigadier Dennis Furlong, D.S.O., for remarkable leadership during the withdrawal of the B.E.F. from Belgium.

Lieut. R. D. McLeod, R.E., M.C., for his services during the Norwegian campaign.

Surgeon - Lieut. K. W. Donald, D.S.C., for gallantry in H.M.S. "Hotspur" during first Battle of Narvik.

Cdr. H. St. L. Nicholson R.N., a bar to his D.S.O. Senior officer of destroyer force with H.M.A.S. "Sydney."

Cdr. J. T. Lean, R N., D.S.O., for skill and devotion to duty in the second Battle of Narvik, April 13.

Cdr. H. Lawman, D.S.O., of H.M.S. "Hotspur," for gallantry during the first Battle of Narvik, April 10.

Paymaster-Lieut. Stanning, D.S.O., of H.M.S. "Hardy," for conspicuous bravery at Narvik.

Bat. S.-Maj. H. O. Jarvis, D.C.M., for conspicuous bravery, rescuing a wounded officer under shell fire at Arras.

Maj. H. C. Stockwell, Royal Welch Fusiliers, D.S.O., for "soldierly qualities" during Norwegian campaign.

Lance-Corporal H. A. Sims, Royal Inniskilling Dragoons, M.M., for gallantry at Dunkirk.

Lieut.-Col. H. B. Hibbert, D.S.O., for his splendid leadership during the Norwegian campaign.

Pte. H. J. Williams, M.M., for carrying on at Wytschaete after one of his arms had been blown off.

Rev. T. L. Laying, a bar to his M.C., for showing great courage and helping wounded at Dunkirk.

C. P. Officer T. Fork, D.S.M., for gallantry in rendering mines washed ashore safe.

Commissioned Gunner A. Gantry, D.S.C., for the same dangerous work as C. P. O. Fork.

Leading Seaman W. Wills, D.S.M., for gallantry in rendering mines washed ashore safe.

A. R. Warden D. L. Jones, D.S.M., for meritorious service during an air raid. First warden to be thus decorated.

OUR DIARY OF THE WAR

TUESDAY, JULY 30, 1940 *332nd Day*

On the Sea—Greek tanker "Hermione," under charter to Italian Government, reported sunk by British forces on July 28.

H.M. patrol yacht "Gulzar" reported sunk on July 29 by air attack.

Minister of Economic Warfare announced extension of British blockade to cover whole of Europe and North Africa.

In the Air—R.A.F. made day and night attacks on aerodromes, barges, oil storage plants, and other targets in Northern France and Low Countries.

Coastal Command aircraft attacked gun emplacements on Norwegian coast. Other aircraft attacked naval base at Emden.

War against Italy—R.A.F. made eight raids on Italian positions near Kassala.

Home Front—Sporadic enemy raids on Britain. One fighter and two bombers brought down.

Japan—Lord Halifax made vigorous protest to Japanese Ambassador against arrest of British subjects in Japan.

General—Award of Army's two first V.C.s. Germans closed German-Swiss frontier.

WEDNESDAY, JULY 31 *333rd Day*

On the Sea—Announced that disguised German raider had been damaged in battle with H.M.S. "Alcantara," armed merchant cruiser, off Brazilian coast.

H.M. destroyer "Delight" reported sunk following air attack.

In the Air—R.A.F. made daylight raids on aerodromes in Germany and on shipping. During operations one enemy fighter and a seaplane were brought down.

War against Italy—Two more raids by R.A.F. on Kassala when severe damage was done on machine-gun and A.A. posts. Direct hits registered on hangars at Macaaca.

Nairobi reported sharp engagement at Dobel, on Kenya-Abyssinian border.

Enemy fighter shot down off Malta. One British machine brought down.

Home Front—High-flying German raiders appeared over S.E. England. One shot down.

Air Ministry announced that at least 240 raiders were destroyed during July.

Japan—Four of arrested Britons in Japan were released.

THURSDAY, AUGUST 1 *334th Day*

On the Sea—Announced that R.A.F. sank two U-boats in Mediterranean in July.

During night of August 1-2 British steamer "Highlander" fought battle with enemy aircraft in North Sea and destroyed two.

Enemy 'plane attacking convoy in North Sea was shot down by escorting vessel H.M.S. "Weston."

Irish steamer "Kerry Head" attacked by German bomber off Co. Cork.

In the Air—R.A.F. bombed aerodromes at Dortmund, Leeuwarden and Haamstede, Krupp's works at Essen, oil refineries and other targets in N.W. Germany.

Coastal Command aircraft dropped bombs on enemy aerodrome at Cherbourg.

Fleet Air Arm bombed enemy radio station and supply ship off Norwegian coast.

War against Italy—R.A.F. bombed ammunition dump at Bardia, Libya, oil refinery near Massawa and hangars at Asmara.

Home Front—Two enemy aircraft shot down in Channel.

Single raider dropped bombs on Norwich, causing five civilian deaths and some damage.

During preceding night bombs were dropped in neighbourhood of Thames Estuary and Bristol Channel.

Japan—Stated that Japan had released seven of thirteen arrested Britons.

Russia—M. Molotov reaffirmed Russia's neutrality.

FRIDAY, AUGUST 2 *335th Day*

On the Sea—H.M. trawler "Cape Finisterre" sank after engaging four enemy aircraft, one of which she shot down.

In the Air—R.A.F. made daylight raids on aerodromes in France, Belgium and Holland. Night attacks made on oil depots at Emden, Hamburg, Salzbergen and other centres.

War against Italy—R.A.F. raided bulk fuel installations at Zula, Eritrea. Oil depot at Accico and aerodrome at Asmara attacked. S.A. Air Force raided Iavello aerodrome.

Fleet Air Arm successfully attacked Italian aerodrome at Cagliari, Sardinia.

Home Front—Lord Beaverbrook joined War Cabinet.

German night raiders over S.E. coast driven off by machine-gun posts and ships' batteries. Enemy 'planes also reported over N.W. England and a Welsh town.

German aircraft dropped leaflets in Southern England containing translation of Hitler's Reichstag speech of July 19.

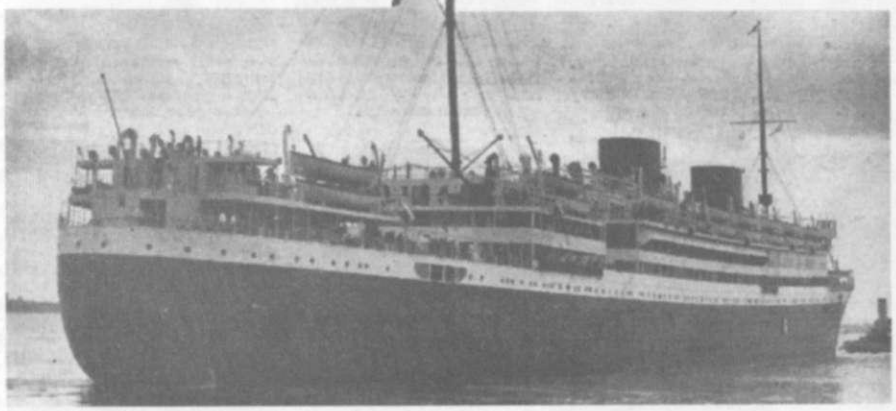
SATURDAY, AUGUST 3 *336th Day*

In the Air—R.A.F. bombers continued to harass enemy aerodromes, including Schiphol, Haamstede and Abbeville. Night attacks were made on oil tanks at Rotterdam and oil plants in the Ruhr and Rhineland. Naval base at Kiel also raided.

War against Italy—Three enemy bombers attacking ship in Berbera harbour were intercepted and damaged by British fighters.

R.A.F. made three successful raids on Derna (Libya) harbour and aerodrome.

Home Front—Enemy aircraft dropped bombs on waste land in S.E. England.



The armed merchant cruiser H.M.S. "Alcantara," which waged a gallant fight against a German raider in the South Atlantic, is a former Royal Mail Line ship of 22,181 tons. The story of the engagement is told in page 162. The Brazilian Government granted permission for the "Alcantara" to remain at Rio de Janeiro until the slight damage she had sustained had been repaired. She left Rio to resume her search for the raider on August 5.

Photo, L.N.A.

SUNDAY, AUGUST 4 *337th Day*

On the Sea—Two British trawlers reported having shot down a Dornier which had attacked them in the English Channel.

Italy admitted loss of seventeenth submarine.

In the Air—R.A.F. made night raids on oil plant at Sterkrade, in the Ruhr, leaving it in flames. Successful attack also made on Krefeld aerodrome.

Three Blenheims of Coastal Command routed four Messerschmitts off French coast; severely damaging two.

War against Italy—Italians invaded British Somaliland, advancing at three points, and were resisted by British land and air forces.

Italian base at Bir el Gobi, Libya, bombed by R.A.F. On their way there five British machines engaged 50 enemy fighters and destroyed three.

Enemy aircraft raided Sidi Barrani and Mersa Matruh.

Home Front—German raiders did minor damage in S.W. England.

During night of August 3-4 enemy aircraft dropped bombs on areas of Thames Estuary, East Coast of Scotland and Wales. No damage or casualties reported.

Japan—Release of three more arrested Britons was announced.

Japanese nationals arrested in London, in Singapore and other British possessions.

General—Germans closed part of frontier between France and Switzerland.

MONDAY, AUGUST 5 *338th Day*

On the Sea—H.M.S. "Alcantara" left Rio de Janeiro to resume search for raider.

Admiralty announced that H.M. minesweeping trawler "Marsona" had been sunk by enemy mine.

In the Air—R.A.F. made night raids on targets at Wismar, Kiel, Hamburg and Hamm, and aerodromes at Schiphol and Borkum.

War against Italy—Reported that King's African Rifles had occupied Todenyang in Abyssinia, near Kenya-Sudan border.

Italian column occupied Zeila (British Somaliland) without opposition. Hargeisa captured by strong enemy force.

Home Front—Four enemy fighters shot down near S.E. coast by Spitfires. Raiders were reported over S.E. England, Wales, and over a N.E. coastal town.

Empire—Reported that two drafts of reinforcements for Second Australian Imperial Force had arrived in England.

U.S.A.—President Roosevelt and American Attorney-General addressed Governors of 42 States on legislation for suppression of fifth column activities.

General—Military agreement signed in London by British and Polish Governments.

British flying-boat "Clare" reached New York, completing first of series of trans-Atlantic flights.

TUESDAY, AUGUST 6 *339th Day*

On the Sea—Admiralty announced that H.M. trawlers "Drummer" and "Oswaldian" had been sunk by mines.

Greek steamer "Loula" reported sunk by Italian submarine.

In the Air—Hampered by cloud, R.A.F. abandoned many targets. Le Bourget airport and aerodromes in Holland and N. Germany were bombed.

War against Italy—Middle East H.Q. stated that during first phase of operations in Western Desert, now ending, a small British mobile force had completely dominated Eastern Libya.

Oadweina (British Somaliland) occupied by enemy.

Enemy aircraft raided Haifa, but only slight damage and few casualties resulted.

Home Front—German bomber shot down off East Coast.

Empire—First contingent of airmen from S. Rhodesia for service with R.A.F. arrived at British port.